COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This volume implements AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. It covers USAF training policy for the C-21 aircrews to accomplish worldwide mobility missions safely and successfully. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. This instruction applies to all Air Mobility Command (AMC), United States Air Forces Europe (USAFE), and Air National Guard (ANG) units operating the C-21 unless specifically exempted.

This publication requires the collection and or maintenance of information protected by the *Privacy Act (PA) of 1974*. The authorities to collect and or maintain the records prescribed in this publication are *37 U.S.C. 301a*, *Incentive Pay: Pub.L. 92-204, Appropriations Act for 1973*, *Section 715*; *Pub.L. 93-570, Appropriations Act for 1974*; *Pub.L. 93-294, Aviation Career Incentive Act of 1974*; DoD Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report*; Air Force Instruction 11-401, *Aviation Management*; Air Force Instruction 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*; Air Force Instruction 11-421, *Aviation Resource Management*; and *E.O. 9397 (SSN)* as amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008.

Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Disposition Schedule (RDS) maintained

in the Air Force Records Information Management System (AFRIMS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**

Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through MAJCOM channels to AMC/A3T according to AFI 11-215, *Flight Manual Program (FMP)*. Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302, **AMC.A3T@us.af.mil.** This AFI is a basic directive. Each MAJCOM or operational theater may supplement this AFI In Accordance With (IAW) AFI 33-360, *Publications and Forms Management*. MAJCOM supplements may be more, but not less restrictive than this instruction. MAJCOMs may set training requirements lower than specified in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. MAJCOM supplements must be coordinated/approved by AMC/A3T and AF/A3O-AI according to AFI 11-200 and AFI 11-202v1, before publication. Send one copy to HQ AMC/A3T.

SUMMARY OF CHANGES

This interim change implements and identifies aircrew waiver levels as Tier 2 (T-2) or Tier 3 (T-3); adds unit commander or orders authorizing official documentation requirement for training sorties; revised PFT and quota management procedures; revised **Table 2.1** initial qualification ground training requirements; revised **Table 3.1** mission certification ground training requirements; deletes mission observation flight and ACDTQT requirements; cites AFI 11-202V1 as source for flight surgeon training requirements; revised **Table 4.1** ground continuation training and **Table 4.2** mobility training requirements; added notes in Table 4.4 for P170, P180, and P192; removed MPD Phase II training for prior C-21 and MAF MPs; added semi-annual refresher requirement and allowance for SPOT evaluation in **Table 5.1**; cites AFI 11-401, AMCSUP1 as source for MPD codes; allows prior qualified but not current MDS instructors to teach G060 in **para 7.6.8**; revised G100 description in **para 7.6.11**; adds G400 description in **para 7.6.20**; deletes **para 7.7.3** and **7.7.4**; and electronic record keeping in para **A2.1.1**.

Chapter 1

GENERAL

1.1. Training Objective. This instruction applies to all Air Force Major Commands (MAJCOMS) and Air National Guard (ANG) units operating the C-21 according to AFI 11-202, Volume 1, *Aircrew Training*.

1.1.1. The overall objective of the C-21 training program is to develop and maintain a high state of mission readiness for immediate and effective employment in exercises, peacekeeping operations, contingencies, and war; and accomplish the Operational Support Airlift (OSA) mission.

1.1.2. The secondary objective is to standardize USAF Active Duty and Air National Guard training requirements into a single document to meet requirements for a basic document in AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*.

1.1.3. If a conflict is identified for an ancillary training requirement, comply with source document that establishes the training requirement.

1.2. Key Words Explained.

1.2.1. "Will" and "shall" indicate a mandatory requirement.

1.2.2. "Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. "May" indicates an acceptable or suggested means of accomplishment.

1.2.4. "Note" indicates operating procedures, techniques, etc., which are considered essential to emphasize.

1.3. Administration.

1.3.1. Local Training Guidance. Units may supplement this instruction and will submit an info copy to the parent MAJCOM OPR after approval by the OG/CC.

1.3.2. If a conflict is identified for a training requirement, comply with source document that establishes the training requirement.

1.4. Responsibilities. AFI 11-202v1 outlines responsibilities for aircrew training.

1.4.1. Lead Command. Air Mobility Command (AMC) is designated as the lead command for the C-21 Mission Design Series (MDS) aircraft according to AFPD 10-9, *Lead Operating Command Weapon System Management,* AFPD 11-2, and AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*. The lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands. AMC/A3 delegates AMC/A3T the authority to manage all training course requirements, training tasks, and Aircrew Training System (ATS) in **Chapter 6**. AMC/A3T is the OPR for this AFI. The Air National Guard is considered a MAJCOM for purposes of this instruction.

1.4.1.1. Courses. AMC/A3T, in coordination with other MAJCOMs, approves mission qualification training, continuation training, and locally taught upgrade courses. Send

proposals for amending existing course prerequisites or deleting obsolete courses through the appropriate headquarters for approval. AMC/A3TA will process the approved changes in coordination with the Education & Training Course Announcement (ETCA) OPR.

1.4.1.2. Realistic Training Review Board (RTRB). AMC/A3T may host a RTRB biennially, or more frequently as required. AFI 11-202v1 contains additional information. The RTRB reviews all training programs for currency, applicability, compliance, and effectiveness. Attendees should include training representatives from the C-21 community including: AMC/A3T/A3V/A3D, USAF Expeditionary Center, AETC, ANG, USAFE, NAF, and Aircrew Training System (ATS) contractor curriculum developers, formal school personnel, standardization offices, and selected unit training representatives.

1.4.2. Training Command. AMC/A3 is responsible for Formal Training Unit (FTU) formal school syllabuses and is the approval authority for any changes in coordination with lead and user commands according to AFI 11-202v1. AMC is responsible for FTU formal school course requirements, training tasks, quota control and Aircrew Training System (ATS) contract management in coordination with lead and user commands. AMC/A3 designates AMC/A3T to oversee formal school courses and syllabus management in coordination with the ATS contractor. Monitor all actions associated with the C-21 training program through close coordination with AMC/A3T. Formal school syllabi are available from AMC/A3TA or the FTU. AMC/A3TF manages the Programmed Flying Training (PFT) process and determines the formal school capacity.

1.4.2.1. Progress Review (PR). See AFI 11-202v1. AMC/A3T will notify the student's gaining unit of PR action. If the PR recommends a Flying Evaluation Board, AMC/A3T will notify the student's gaining MAJCOM.

1.4.2.2. AETC maintains a list of formal school courses on the ETCA web site. The site address is: **https://etca.randolph.af.mil/.**

1.4.2.3. AETC/A3Z maintains the Aircrew Graduate Evaluation Program (AGEP) on-line. The FTU will complete graduate surveys on first assignment trainees that recently completed SUPT.

1.4.3. User Commands.

1.4.3.1. Student Management. MAJCOM training staff will manage student training requirements according to **paragraph 1.14**.

1.4.3.2. Recall Procedures. Formal requests to recall students from a formal school will be sent from the student's SQ/CC to OG/CC, to MAJCOM A3TA (or equivalent) and the MAJCOM Contracting Officer for approval and coordination with the training contractor. Emergency recall during non-duty hours may be coordinated directly with applicable training contractor, with follow up coordination with AMC/A3TA and MAJCOM Contracting Officer on the next duty day.

1.4.4. Wing Commander. WG/CC will ensure unit/local level agencies and facilities support aircrew ground training programs. Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide.

1.4.5. Operations Group.

1.4.5.1. The OG/CC (or equivalent) will convene a Training Review Panel (TRP) to be chaired by the OG/CC or a designated representative. Panel members should include representatives from squadron training, tactics, operations, safety and other areas as determined by the commander, e.g. ATS contractors, Host Aviation Resource Management (HARM) and Squadron Resource Management (SARM).

1.4.5.1.1. TRP Requirements. Convene the TRP semi-annually and maintain minutes for a period of two years (commanders may increase this frequency as required). Squadrons and detachments not collocated with their OG may conduct their own panel or provide representation to the OG TRP. Forward panel minutes from non-collocated squadron TRP to the OG for inclusion in the OG TRP.

1.4.5.1.2. TRP Format. The TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. Suggested TRP topics include, but are not limited to, current and forecast Flight Training Levels, (FTL), Upgrade and Continuation Training status, Semi-Annual requirement completion rates, crew position gains/losses, Aircraft Commander, Instructor and Evaluator upgrades. OG/CC's should review all "X" events for relevancy to the unit's mission during the TRP. This review will be documented in the TRP minutes.

1.4.5.2. OG/CC will develop and maintain procedures with their local servicing Military Personnel Flight (MPF) for individual crewmember counseling and personnel system updates affecting an Active Duty Service Commitment (ADSC) incurred from training described in this AFI.   See AFI 11-202v1, AFI 36-2107, *Active Duty Service Commitments*, and course listing in ETCA for more information.

1.4.5.3. OG/CC may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Units may include such requirements in a local supplement to this AFI.

1.4.5.4. The operations group, in coordination with the flying squadrons will determine the functions and responsibilities of the operations support squadron (OSS) training flight, where established. Any operations group training functions stipulated in this instruction may also be performed by appropriate OSS training flight personnel.

1.4.5.5. OG/CC is responsible for establishing and maintaining the academic training program for non-ATS courses (may be delegated to squadron level). The OG (or squadron) OPR will:

1.4.5.5.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

1.4.5.5.2. Publish a ground training schedule (ANG as required) to include date, time, location, instructor and designated crewmembers for each course (both ATS and non-ATS). Units may include such details in a local supplement to this AFI.

1.4.5.5.3. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids.

Squadrons recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.5.4. Instructor Selection and Training. OG/CC will select course instructors for non-ATS courses on the basis of professional qualifications and aptitude to teach. Local academic instructor program will follow guidance in AFMAN 36-2236, *Guidebook for Air Force Instructors.* An individual who instructs a class receives credit for that academic training requirement.

1.4.5.5.5. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to AMC/A3T.

1.4.6. Squadrons/Units. SQ/CC (or designated representative) will:

1.4.6.1. Select DOT Chiefs from the most highly qualified and experienced instructors. Previous Evaluator or FTU experience is highly desired. ARC units with a single squadron may use the OST Chief for this purpose.

1.4.6.2. Ensure squadron DOT is manned with a minimum of one instructor pilot. Instructors should be selected based on experience, availability, and time on station to ensure continuity of operations. ARC units with a single squadron may use the OST Chief for this purpose.

1.4.6.3. Convene a Squadron Training Review Panel (STRP) to be chaired by the SQ/CC and/or SQ/DO. Panel members should include representatives from squadron training, squadron stan/eval, ADOs and instructors. SQ/CCs should utilize the STRP to focus training objectives, ensure standards are being met, select upgrade candidates, and ensure completion of required continuation training.

1.4.6.3.1. STRP Requirements. Squadrons will convene a STRP monthly and maintain minutes for a period of two years. STRP minutes will be approved by the SQ/CC and may be produced/distributed/stored electronically by the SQ/DOT. ANG units may conduct STRP on a quarterly basis.

1.4.6.3.2. STRP Format. The STRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. The STRP will review the current status of aircrew training to ensure that current training objectives are being met and that those individuals selected for upgrade training are the best candidates after reviewing their experience, proficiency level, and retainability. To accomplish these goals, suggested STRP topics include but are not limited to: crew position gains/losses, current upgrade/requalification training (i.e. crewmembers in an active training status), recently completed training (including performance during training and current certification status), future training (individuals already approved via STRP), upgrade candidates, current waivers, projected waivers, and continuation training status.

1.4.6.4. Commanders will ensure crewmembers complete training in accordance with **Table 1.2**. Training Time Limitations. Failure to reasonably progress may require action for removal.

1.4.6.5. Commanders will assign Flying Training Levels (FTL), and levels of qualification (evaluator, instructor, etc.) to assigned and attached crewmembers before each semiannual training period. Base TL assignments on pilot experience and aircraft proficiency. Use the date of the initial qualification in-flight evaluation for determining an individual's time in the Mission Design Series (MDS).

1.4.6.6. Commanders will ensure effective training continuity and supervision of assigned and attached crewmember. Commanders may assign additional requirements based on individual crewmember's experience and proficiency.

1.4.6.7. Commanders or director of operations will review training and evaluation records of newly assigned crewmembers and those completing formal training, to determine the necessary training required to complete or certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR).

1.4.6.8. Approve squadron-level aircrew certifications described in this instruction.

1.4.6.9. Progress Review Board (PRB). If at any time during a trainee's flight instruction, progress is considered unsatisfactory, the responsible unit will convene a PRB to review the trainee's record and determine whether to continue, modify, terminate training, or conduct a Flight Evaluation Board or Aircrew Evaluation Board. For ATS instruction, see **Chapter 6**.

1.4.6.10. Coordinate with the group training function in developing training programs.

1.4.6.11. Review qualifications and monitor training requirements for Flight Surgeons (FS).

1.4.6.12. Ensure DOT or DOT designated representatives monitor quality of training, document waivers, identify training deficiencies, and advise the Sq/CC of additional training needs.

1.4.7. Formal School with Aircrew Training Systems Contractor (ATS). The C-21 Aircrew Training System (ATS) contractor is responsible for academic and aircrew training device (ATD) instruction at the ATS site. This responsibility includes developing, updating and publishing courseware and supporting documents in accordance with the ATS contract.

1.5. Waiver Authority.

1.5.1. Do not deviate from the policies and requirements in this AFI. Report deviations without a waiver through channels to MAJCOM/A3T who, in turn, should notify the OPR (lead command), for follow-on action, if necessary.

1.5.2. Unless specified in this instruction, MAJCOM/A3T (or equivalent level) is the designated waiver authority for specific aircrew training requirements in this instruction that are not governed by AFI 11-202V1 or other AFIs. (T-2) OG/CCs are designated as the waiver authority for semi-annual requirements mandated in **Chapter 4** of this AFI. (T-3) Waivers for semi-annual requirements missed in consecutive periods will require MAJCOM/A3T approval. (T-2) NOTE: ANG unit commanders will submit waiver requests to this volume through NGB/A3M. A copy of the MAJCOM approved waiver will be placed in the individual's training folder.

1.5.3. OG/CC is the designated waiver authority for flying hour prerequisites for entry into upgrade courses (see **Table 5.1**). (T-3)

1.5.3.1. AMC/A3 designated AMC/A3T as waiver authority for flying training syllabus and formal school prerequisites (EXCEPTION: senior officer syllabus). All requests for a syllabus waiver must include supporting rationale. User command training staff should submit prerequisite waiver requests direct to AMC/A3T. All waivers must be approved before the crewmember departs for formal training. File a copy of all waivers in the individual's training folder.

1.5.3.2. If required for unit's designated mission, accomplish events waived at formal school in-unit before assigning mission-ready (MR) status.

1.5.4. Senior Officer Course (SOC) Waiver. See formal course syllabus and AFI 11-202V1. SOC syllabus waiver authority is AMC/A3. (T-2)

1.5.5. Continuation Training. The OG/CC is designated waiver authority for training requirements listed in **Table 4.4** for assigned or attached aircrew. (T-3) OG/CC will determine the allowable time period of the waiver for ground training events (the training should be completed at the earliest opportunity). See **paragraph 4.10**, of this instruction. Waivers for training events missed in consecutive semi-annual training periods require MAJCOM/A3T approval. (T-2)

1.5.6. In-Unit Training Waiver. Waivers must be approved by MAJCOM training staff (or equivalent) on a case-by-case basis.

1.5.6.1. Before requesting a waiver, review the appropriate syllabus and consider availability of formal instruction and ATD requirements.

1.5.6.2. In the text of the waiver request, identify the shortfall of formal training availability and the operational impact if an in-unit waiver is not approved.

1.5.7. Waiver Format. For AMC units use on-line waiver request service on AMC/A3T web site: **https://private.amc.af.mil/a3/a37t/dot/waivers**. If necessary, submit a written request through OG/CC or equivalent in the format at **Figure 1.1**, to the appropriate MAJCOM OPR. Asterisked (*) items are required for processing. Place copies of MAJCOM approved waiver information in the individual's training folder or FEF. OG/CC or designated unit agency will maintain a permanent record of approved waiver(s). Retain unit file copies for two years.

Figure 1.1. Sample Waiver Request Format.

MEMORANDUM FOR (*Waiver Authority*)

FROM: (*Requester*)

SUBJECT: Waiver Request (*Individual*), (*Type of Waiver*)

1. *Name, grade.*

2. *Flying organization (assigned or attached).*

3. *Present qualification (include special qualifications/certifications if appropriate).*

4. *Total flying time: primary aircraft inventory (PAI) time (include IP or EP time, if applicable).*

5. **Specific nature of waiver.*

6. **Reason and valid justification for waiver request.*

7. *Crew qualification to which person is qualifying or upgrading.*

8. *Previous attendance at any formal instructor course (include course identifier and graduation date).*

9. *Training start date.*

10. *If waiver request for time limit, specify mandatory upgrade or qualification date.*

11. *Date event last accomplished and normal eligibility period.*

12. *Remarks to include formal school courseware that is required.*

13. **Requesting unit point of contact (include name, rank, telephone number, functional address symbol, and e-mail address).*

(*Signature of Requester*)

(**Title**)

Table 1.1. Processing Waivers to AFI 11-2C-21v1 (MAJCOM or Higher Approval).

If waiver is requested by:	Send waiver request to:	Approval or disapproval will be sent to:	With information copies to:
375 AMW	OG Training Office to AMC/ A3T	OG Training Office	
USAFE	OG Training Office to USAFE/A3T	OG/CC and unit Training Office	AMC/A3TA
ANG Unit	NGB/A30	ANG Unit	AMC/A3TA

1.6. Use of Training Flying Hours.

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training must not degrade the intended training and will comply with applicable Department of Defense (DOD) Regulation 4515.3R, *Air Transportation Eligibility*, AFI 11-401, *Aviation Management* and AFI 11-202, Volume 1.

1.6.1.1. It is essential that all personnel at all levels prevent the misuse of air mobility resources as well as the perception of misuse when planning and executing local or off-station training missions.

1.6.1.2. The approval authority for off-station training flight is the Wg/CC and may not be delegated lower than OG/CC (T-3, N/A for ANG).

1.6.1.3. Unit commanders or Flight Authorization authenticating officials will verify and document training sorties conducted when all Vol 1 training requirements for all crew positions have already been completed. Documentation should be made in the remarks sections of the Flight Authorization. Exception: Proficiency training received as a by-

product of other requirements (other crewmember training, operational missions, etc.) does not require an additional level of documentation.

1.6.2. Training on Operational Missions. Pilots will depart home station with a list of required currency events and will take full advantage of opportunities to accomplish them on operational missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order (OPORD), the OG/CC or ANG equivalent may approve upgrade, qualification or special qualification training on operational missions. Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor. See passenger-carrying restrictions in AFI 11-401. **NOTE:** Unqualified pilots are not allowed access to the controls with passengers on board the aircraft.

1.6.3. Unit Commanders will utilize aircrew training devices (i.e. simulators) for continuation training to the maximum extent possible.

1.7. In-Unit Training Time Limitations. Comply with the time limitations in **Table 1.2** Crewmembers entered in a training program leading to qualification or requalification will be dedicated to that program on a full-time basis.

Table 1.2. In-Unit Training Time Limitations.

Training	Limit	ANG	Note
Initial Qualification	60 days	120 days	
Mission Certification	60 days	120 days	
Difference	60 days	120 days	
Requalification	90 days	180 days	
Mission Pilot Upgrade	60 days	120 days	
Instructor Upgrade	60 days	120 days	
Theater indoctrination	45 days	90 days	1
NOTES:			
1. May run concurrently with mission qualification training.			

1.7.1. Training time starts with the first significant training event (a training event directly contributing to qualification and upgrade: e.g. Computer-based training (CBT) lesson, ground training, flight, etc.), **or** 45 days (90 days ANG) after being attached or assigned to the unit after completion of the formal school, whichever occurs first (or as specified in MAJCOM supplement). TDY days spent at SV-80A, SV-86A and SV-90 do not count against the mission qualification timeline limitations. Training time ends with an evaluation or instructor sign-off. . For USAFE units, timing for MQT will start on the first training work day after completing base in-processing and/or permissive TDY IAW MAJCOM supplement.

1.7.2. Sq/CC may extend training time up to 60-days (120-days ANG) through a Memorandum For Record (MFR) or waiver website documentation in training folder; no

notification to MAJCOM/A3T (or equivalent) is required. Extensions exceeding 60-days (120-days ANG) require WG/CC (or equivalent) approval (AMC AD use AMC/A3T waiver website) and will be requested before the crewmember exceeds upgrade training time limits in **Table 1.2**. (T-3)

1.7.2.1. DELETED

1.8. Training Documentation. Units will use the AF IMT 4324, *Aviation Resource Management System (ARMS) Upgrade Worksheet*, to update aircrew certifications in ARMS. Block 22 will be used to document award of specific ARMS "Q" code identifiers. Specifically, block 11 will contain the following minimum information: "Q" code (i.e. QXXX), Certification Name (i.e. Tactics), and date of certification. See **Chapter 7** for specific "Q" codes. See Attachment 2 for additional training documentation requirements.

1.9. Flight Examiner Usage. Use flight examiners as instructors for any phase of training to capitalize on their expertise and experience. If an examiner is used as a primary instructor to train an individual or makes the recommendation for evaluation, the same evaluator should not administer the associated evaluation.

1.10. Instructor Training and Supervision Requirements.

1.10.1. All instructors should be MR (wing level and below). Instructors must be current and qualified in any event that they instruct. Formal Training Unit (FTU) instructors are only required to maintain BMC.

1.10.2. When performing crewmember duties, the following personnel will be under direct supervision of an instructor pilot.

1.10.2.1. All non-current crewmembers (See **paragraph 4.2.4**).

1.10.2.2. All crewmembers in initial, upgrade or requalification flying training on training syllabus sorties or missions. (EXCEPTION: Not required during Observation mission when not seated or required to be seated at a set of controls).

1.10.2.3. All crewmembers performing restricted flying events listed on the AF Form 8, *Certificate of Aircrew Qualification,* as prescribed by AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program Organization and Administration.*

1.10.2.4. For FTL E crewmembers, an instructor will be at a set of controls during critical phases of flight.

1.10.2.5. Any other personnel designated by the wing, OG, or Sq/CC.

1.11. Distribution. Units may establish hard copy distribution requirements of this AFI.

1.12. Transfer of Aircrews. When a crewmember transfers from one unit to another, the gaining unit will review, assess and assign the appropriate TL.

1.13. Aircrew Training While DNIF. Crewmembers whose status is "duty not involving flying (DNIF)" may complete ground training events. Crewmembers may receive credit for ground and flight training events while attending simulator training, if the member's physical condition allows it.   Consult the flight surgeon initiating AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty,* action (prescribed by AFI 48-123, *Medical Examinations and Standards*) if the DNIF status includes ground training limitations.

1.14. Aircrew Rated Management Overview.

1.14.1. **Program Requirements Document (PRD).** According to AFI 11-412, *Aircrew Management*, USAF/A3O projects long-range training requirements annually in a process called the PRD. Lead and user commands contribute to the PRD, which becomes a key long-range planning tool for training requirements. See AFI 11-202v1 for guidance on the Graduate Program Requirements Document (GPRD) and aircrew rated management process.

1.14.2. Programmed Flying Training (PFT). AMC/A3T fulfills the training command's role IAW AFI 11-202V1. A key product of this process is the PFT. The PFT balances available training quotas, ATS throughput, schoolhouse capacities and course requirements on a Fiscal Year basis. Annually, units will send projected PFT requirements to their respective MAJCOM quota managers, who in turn compile and forward projections to AF/A3OI, for inclusion into the Graduate Program Requirements Document (GPRD). Training commands will determine training capacity and report shortfall in the GPRD to AF/A3OI.

1.14.2.1. AF/A3OI sponsors an annual PFT conference for attendees to balance training capacity, MAJCOM training requests, and pipeline Undergraduate Flying Training students (Rated and CEA) against Formal Training Unit (FTU) capacity. The training command allocates approved quotas to user commands, which in-turn allocate training quotas to subordinate units. The training command publishes the annual PFT quota workbook.

1.14.2.2. Throughout the training year, MAJCOM training staff and PFT managers use assigned/allocated training quotas to assign individual crewmembers to formal training quotas. Daily student quota adjustments to the annual PFT are made on quota management documents.

1.15. Information Management. AMC Aircrew Training Division (AMC/A3T) manages a host of aircrew information. The A3T Division CoP is located at **https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=OO-OP-AM-94**

1.16. Failure to Progress or Complete Training. If a student fails to progress according to syllabus requirements, the command accomplishing the training will conduct a Progress Review (PR). The PR can recommend continuation in training or AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badge*s, action, e.g., a Flying Evaluation Board (FEB) to the individual's unit commander. The ATS contractor will identify students who fail to progress IAW the applicable ATS contract as outlined in **Chapter 6**. If a crewmember fails to complete a formal course the formal school will send a recommendation to the individual's unit. The recommendation will state whether he should complete training in-unit, return to the formal school to complete training, or be referred to the AF personnel system for reassignment.

1.17. Aircrew Training Quota Management. The following describes AMC's quota management policy and procedures. Mandatory for all AMC units; all other units follow their MAJCOM guidance.

1.17.1. Wing training offices (OSS/OST) will submit the rank, full name, SSAN, course, and class number via e-mail to AMC/A3TF NLT 45 days prior to class start date (CSD). Training quotas not filled 45 days prior to CSD will be offered to the next unit on the AMC/A3TF standby list. Training offices should confirm all scheduled training with their

units at least 10 days prior to CSD to ensure training notification, ADSC acknowledgement statement, and orders were properly issued.

1.17.1.1. All course prerequisites should be completed NLT 30 days prior to CSD to allow for remedial training or substitution. Units will internally identify an alternate candidate for each allocated quota. If the primary candidate becomes unavailable, send AMC/A3TF a substitution request with the alternate's information.

1.17.1.2. Foreign exchange officers cannot be locally substituted (they must also be identified when submitted to load against an allocation), send the replacement's full data to AMC/A3TF.

1.17.1.3. Return all unused quotas to AMC/A3TF NLT 45 days prior to CSD.

1.17.1.4. All no-shows and cancellations within 7 days of CSD must be explained. Forward an initial report of circumstances to the AMC/A3TF Quota Manager within 24 hours of notification. The initial notification will be followed by a memorandum of explanation from the OG/CC to AMC/A3T within one week. Please send the e-mail to: **AMC.A3T@us.af.mil** and courtesy copy the appropriate AMC/A3TF Quota Manager.

1.17.1.5. Send requests for additional quotas to AMC/A3TF. If unit capability is in jeopardy, AMC/A3TF will coordinate with Air Staff and AETC to add or reallocate additional quotas. AMC/A3TF quota managers will coordinate with the wing training offices (OSS/OST) exclusively. Squadrons or individuals will be referred to their OSS training office. Please submit the name/phone number/e-mail for the primary and alternate point of contact for quota management in wing training office.

1.17.1.6. AMC units are prohibited from coordinating quota exchanges with other commands. OSS/OST training offices will forward all requests to the AMC quota manager for coordination with other commands. Please allow for extended coordination time when considering this option.

1.17.2. HQ AMC Orientation Tour / vGRACC. vGRACC is an Aircraft Commander overview of the offices and functions of Air Mobility Command. The course is offered through Defense Connect Online (DCO) only. Questions regarding vGRACC can be referred to the POC at **AMC.A3TA@us.af.mil.**

1.17.3. Senior Officer Training coordination. Questions regarding Senior Officer training Course (SOC), availability and prerequisites can be forwarded to AMC/A3TF at DSN 779-3577. No formal actions to schedule training will be taken until directed by AF/DPO or AF/DPG in conjunction with MAJCOM Senior Leaders Management offices.

1.17.3.1. DELETED

1.17.3.2. DELETED

1.17.4. DELETED

1.17.4.1. Forward the following information to the appropriate quota manager: rank, name, upgrade, course, projected start, projected completion, and a point of contact. Inform via e-mail when training is complete. If the training being conducted would normally incur an active duty service commitment (ADSC), insure required counseling and AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement,*

is completed prior to start of training. Contact your local MPF Formal Training office for additional guidance. MILPDS training RIPs will automatically generate ADSC requirements.

1.17.5. DELETED

1.17.6. DELETED

1.17.7. DELETED

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General Requirements. AFI 11-202v1 defines initial qualification training. This chapter specifies minimum training requirements for initial qualification, requalification, conversion/difference qualification, and senior officer courses. Initial qualification is accomplished by completion of formal training course listed in the ETCA.

2.2. Initial Qualification Training Prerequisites. Complete initial qualification prerequisites in accordance with AFI 11-202v1, the ETCA, and this instruction. The student may begin training (e.g., CBT) prior to the start of a formal initial qualification course.

2.2.1. Initial qualification. On completion of initial qualification training, crewmembers will be classified as basic aircraft qualified (BAQ). Crewmembers must then comply with mission qualification (**Chapter 3**) and continuation training (**Chapter 4**) requirements.

2.2.2. In-unit training in lieu of formal school. Units may request waivers to conduct in-unit qualification training using formal school courseware. In-unit training for ANG personnel should begin no later than 90 days after reporting or being attached to a new duty station or unit. The appropriate MAJCOM/A3T (DOT/A3T) or NGB/A3O is the waiver authority.

2.3. Ground Training Requirements. Complete ground training requirements for initial qualification in accordance with AFI 11-202v1, and this instruction. Requirements not completed at formal school must be accomplished in unit.

2.3.1. The FTU will provide the gaining unit with documentation indicating completion of items in **Table 2.1**.

Table 2.1. Initial Qualification Ground Training Requirements.

Code	Event	*Notes*
	Flight Physical	1
	Physiological Training	1
G002	Aircraft Marshalling Training and Examination	2
G100	Law of Armed Conflict (LOAC)	
G130	Instrument Refresher Course	
G231	Initial CRM	
LL03	Emergency Egress Training - Non Ejection Seat	2
LL06	Aircrew Flight Equipment Training	2
NOTES:		
1. Mandatory grounding item. Individual will not fly until event is accomplished.		
2. Accomplish prior to first flight.		

2.4. Flying Training Requirements. Complete flying training requirements for initial qualification in accordance with AFI 11-202v1, formal school courseware, and this instruction.

2.5. Conversion/Differences Qualification Training Requirements. Conversion/Difference Training guidance may be found in AFI 11-202v1. When possible, qualified personnel in other units will provide the initial cadre. In some instances, it will be necessary for units to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. Initial cadre should be restricted to only those instructors and evaluators required to establish a core training force and not to alleviate training difficulties or shortfalls. The following conditions will apply to the management of initial cadre aircrew qualification:

2.5.1. Conversion Training. Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion. Converting units may request initial cadre waiver of PAI time requirement. Send waivers request through MAJCOM training staff following the format in **paragraph 1.5**. Additionally, include the most recent aircraft flown and total time in that aircraft in the remarks section.

2.5.1.1. Initial cadre will not be designated in a crew position higher than currently held unless previously qualified in the conversion aircraft.

2.5.1.2. After final approval, publish a unit letter to identify initial cadre of instructors and flight examiners by crew qualification.

2.5.2. Difference Training. C-21 units should apply difference qualification training (DQT) for major modifications (i.e., Global Air Traffic Management (GATM)-compliant avionics, flight management computer (FMC) differences) as directed by MAJCOM. For fleet-wide modifications, apply initial cadre criteria in **paragraph 2.5.1**. AMC, in coordination with other MAJCOM will provide guidance and overprinted AF Form 4024, *Training Accomplishment Report*. Overprinting will be done in accordance with AFI 33-360, *Publications and Forms Management.*

2.6. Multiple Qualifications. AFI 11-202, Volume 1 contains multiple qualification training guidance. Crewmembers maintaining dual qualification in different model aircraft will, as a minimum, maintain FTL A currency requirements in each aircraft. *EXCEPTION:* Senior Officers; see **paragraph 2.7**

2.7. Senior Officer Qualification Training Requirements. AFI 11-202v1 identifies senior officer qualification requirements. These officers will be assigned FTL E for continuation training purposes and will not fly unsupervised in a primary crew position (see **paragraph 4.3.1.5**).

2.7.1. After qualification IAW AFI 11-202V1, and with OG/CC approval, senior officers (assigned or attached) may seek training which leads to a higher FTL and/or qualification. The unit DOT office is responsible for determining training requirements based on the senior officer's flying experience and familiarity with the weapons system. MAJCOM/A3T (or Equivalent level) will approve the proposed training plan prior to execution.

2.8. Flight Surgeons. Flight Surgeons are allowed to fly locally as defined by OG/CC and log time while in training for initial (mission) qualification. See **AFI 11-202V1** for training requirements.

2.9. Requalification Training (RQT). An aircrew member is unqualified upon expiration of the qualification evaluation, loss of currency exceeding 6 months (for currency items specified in **Chapter 4**), or completion of a qualification evaluation in a different MDS (EXCEPTION: *When authorized multiple qualification)*. The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For Active Duty Service Commitments for aircrew training, see AFI 36-2107. See AFI 11-202v1 for additional re-qualification training limits and requirements.

2.9.1. Individuals requalifying as C-21 crewmembers will complete in-unit or formal school training (IAW AFI 11-202v1) and accomplish those mission certification events from **Table 2.1** and **Table 3.1** that have expired or are overdue.

2.9.2. Former C-21 instructors may accomplish instructor requalification concurrent with basic requalification (in-unit or formal course) for their crew position. For loss of qualification exceeding 39 months in all cases, all special qualifications and certifications must be re-accomplished.

2.9.3. Requalification Training Courses. Unqualified crew members will complete the appropriate TX-1, TX-2, TX-3 (longest to shortest) courses outlined below.

2.9.3.1. Pilot TX-1, TX-2, TX-3 Courses:

2.9.3.1.1. Unqualified C-21 pilots (over 8 years) will complete the Initial Qualification (PIQ) formal school flying training course (TX-1) and a flight evaluation. An active duty or ANG service commitment is required.

2.9.3.1.2. Unqualified C-21 pilots (greater than 39 months at the end of a non-flying assignment or 52 months at the end of any active flying assignment to 8 Years) will complete the Requalification (RQ) formal school flying training course (TX-2) as appropriate and a flight evaluation. An active duty or ANG service commitment is required.

2.9.3.1.3. Unqualified C-21 pilots (up to 39 months at the end of a non-flying assignment or 52 months at the end of any active flying assignment) will complete a Sq/CC directed requalification (TX-3) course in-unit and a flight evaluation. Note: The Requalification formal school flying training courses in **paragraph 2.9.3.1.2** may be substituted for the in-unit training. An active duty or ANG service commitment is required if the formal course option is utilized.

2.9.3.1.3.1. Squadron Commanders may tailor or expand the TX-3 course based on individual proficiency and experience. Unqualified pilots will complete training in all delinquent items, additional training as directed by the squadron commander, and a flight evaluation. The flying unit Sq/CC will determine requirements for accomplishment of events from **Table 3.1** that are not continuation training events.

2.10. Formal Training Unit (FTU) Guidance. The C-21 Formal Training Unit conducts training located at Scott AFB. Specific course information is maintained by 375 OSS/OST. Formal syllabi, when published, will be the lead document concerning requalification courses outlined in **paragraph 2.9.3.1**.

Chapter 3

MISSION CERTIFICATION TRAINING

3.1. Description. This chapter establishes minimum criteria and training requirements for mission qualification and certification training. Except where specifically stated, units may arrange mission sequence or sequence of items as necessary to use flying training hours effectively and accomplish the unit mission. Both pilots must be qualified when passengers are on board IAW AFI 11-401.

3.2. Time Periods for Mission Certification Training. See **paragraph 1.7** and **Table 1.2**. A crewmember will be mission ready (MR) after completion of all ground training and flying training requirements. Additionally, Aircraft Commanders must be certified by the Sq/CC or Review and Certification (R & C) Board before performing duties as Pilot in Command (PIC). See AFI 11-202v2, AMC Supplement.

3.2.1. Local training or operational missions may be flown before completing all MR items, provided the BAQ qualified aircrew member has completed all grounding items.

3.2.2. After completing all flying training events and prior to completing all ground training events, Sq/CCs may allow crewmembers to fly unsupervised on local training and routine unit missions provided the remaining ground training items do not affect mission accomplishment for that flight.

3.3. Ground Training Requirements. All crewmembers will accomplish events in **Table 3.1**. All academic ground training required for mission qualification will be completed before qualification or certification in the unit operational mission (not applicable for senior officers or staff officers maintaining BAQ). Ensure ground training requirements in **Table 2.1** are also accomplished and tracked IAW **paragraph 4.5.2.6** of this instruction prior to mission certification.

Table 3.1. Mission Certification Ground Training Requirements.

Code	Event	*Notes*
	Flight Physical	1
	Physiological Training	1
G001	Unit Indoctrination/Local Area Orientation	
G002	Aircraft Marshaling Training and Examination	1, 2
G060	Tactics	3, 4
G070	Aircrew Intelligence	3
G080	Communications Procedures	3
G090	Anti-Hijacking	
G120	ISOPREP Review	
G182	Hazardous Cargo	3
G291	Small Arms Training	3
LL01	Aircrew Flight Equipment Familiarization Training	2
M060	Theater Indoctrination Training	5
SS01	Local Area Survival	2

| SS02 | Combat Survival Training | 3, 4, 6 |
| SS05 | Water Survival Training | 6 |

NOTES:

Previously certified and qualified mission-ready crewmembers transferring between units only need G001, G002, LL01, SS01, G120 and any applicable events in which they have lost currency. See event descriptions in **Chapter 7** for additional information.

1. Mandatory grounding item after expiration date; individual will not fly until required training is accomplished.

2. Accomplish prior to first flight following PCS.

3. Local training and routine unit missions may be flown unsupervised while awaiting this event. **See paragraph 3.2.2.**

4. Applicable when required for unit's assigned employment mission.

5. Required for theater assigned (USAFE) or deployed crewmembers.

6. Accomplish every 36 months after completing initial training (SS20 or SS22/SS32).

3.4. Flying Training Requirements:

3.4.1. BAQ crewmembers pursuing MR status will be assigned a Flight Training Level (**see paragraph 4.3**) and accomplish continuation training requirements IAW **Chapter 4**. Continuation training requirements will be prorated based on the training time start date as defined in **paragraph 1.7.1** Crewmembers will credit events accomplished during Mission Certification Training (MCT) IAW **paragraph 4.4.1**.

3.4.2. After arrival at duty station, crewmembers must receive Unit/Local Area ground training and a supervised local orientation flight.   Crewmember must accomplish all grounding items prior to the local orientation flight.

3.4.3. Crewmembers must complete an operational mission with an instructor prior to being certified mission-ready (MAJCOMs may add additional guidance to meet MAJCOM requirements).

3.4.3.1. **DELETED**

3.4.3.2. **DELETED**

3.4.4. **DELETED**

3.5. Theater Indoctrination (TI). Theater indoctrination (M060) will be conducted according to AFI 11-202v1, and this instruction.

3.5.1. Training should include (at a minimum) a thorough review of theater unique instrument requirements and procedures, use of non-DoD instrument approach procedures, required instrumentation for specific approaches, theater weather conditions, local area procedures, and host nation agreements.

3.5.2. Unit commanders are responsible for the accomplishment of this training for all assigned and attached crewmembers and will design a program to meet requirements unique to unit operations.

3.6. Flight Surgeon Mission Certification Requirements. Flight Surgeon requirements are outlined in AFI 11-202V1.

Chapter 4

CONTINUATION TRAINING

4.1. Description. This chapter establishes the minimum flying and related ground training requirements to maintain currency. The unit commander will ensure crewmembers receive sufficient continuation training to maintain individual proficiency.

4.2. Aircrew Status. Crewmembers are assigned Mission Ready, Basic Mission Capable, Basic Aircraft Qualification, or Non-Mission Ready status.

4.2.1. Mission Ready (MR). For SORTS reporting, operational tasking, and deployments, a MR crewmember is defined as an available, qualified crew member. Aircraft commander certification is a prerequisite to serving as a MR aircraft commander. FTU instructors must be qualified in the training unit mission before performing instructor duties.

4.2.2. Non-Mission Ready (NMR). A crewmember that is unqualified, non-current or incomplete in required continuation training. See **paragraph 4.10** for specific guidance on crewmembers who are non-current or incomplete in required continuation training.

4.2.2.1. If a crewmember is NMR for failure to complete required continuation training, OG/CC has two options:

4.2.2.1.1. Waive the required training in accordance with **paragraph 4.10.1 or 4.10.3.3** The individual remains on MR status.

4.2.2.1.2. Place the crewmember in supervised status according to **paragraph 4.2.2.4**

4.2.2.2. Supervised Status. If the crewmember is NMR for failure to maintain currency per **paragraph**s **4.10.1 or 4.10.3.3,** place the crewmember in supervised status for that event (individual flies with an instructor) until required training is accomplished.

4.2.3. Basic Mission Capable (BMC). A non-mission-ready crewmember assigned to MAJCOM headquarters, NAF, 618 AOC, Contingency Response Wing (CRW), AMOG, formal schoolhouse, or direct reporting unit who has satisfactorily completed mission qualification training and does not maintain MR status, but maintains familiarization in the command or unit operational mission. The crewmember may maintain qualification in some aspects of the unit mission and is able to attain full qualification in the unit mission within 45 days. See note after **paragraph 4.3.1.1** for Training Level requirement. BMC crewmembers may log instructor or evaluator time for the portion of the mission for which they are current and qualified. Otherwise, they will log FP time.

4.2.3.1. FTU crewmembers must comply with **Table 3.1** to fly CONUS-only 618 AOC or Joint Operational Support Airlift Center (JOSAC) directed operational missions.

4.2.4. Basic Aircraft Qualification (BAQ). A pilot (FP) that has satisfactorily completed initial qualification training and is qualified to perform aircrew duties in the unit aircraft.

4.2.5. In addition to the above, MR, BMC, and BAQ crewmembers must have accomplished and/or maintained the requirements in AFI 11-202v1 for their respective status, as well as all events listed in the applicable ground and semiannual flying continuation tables.

4.3. Flying Training Levels (FTL).

4.3.1. The Unit/CC determines the training level (TL) (see **paragraph 1.4.5.2**) before each semi-annual period. Assign new unit crewmembers a TL during in-processing. Base the TL on experience and proficiency. Crewmembers may be assigned a TL that is more restrictive, but never less restrictive, than the requirements under this paragraph.

4.3.1.1. FTL A -- Highly Experienced Crewmembers. (As a guide, crewmembers having 10 or more years of operational flying experience) This may include MR or NMR MAJCOM headquarters and 618 AOC personnel, FTU instructors, NAF personnel, AMWC instructors, Wg/CC, OG/CC, and Unit/CC, operations officers, OG-level evaluators, and any instructors assigned primarily to staff duties. Unit/CC may assign highly experienced MR line crewmembers to this level. *NOTE:* _ NMR crewmembers assigned to MAJCOM headquarters, NAF, 618 AOC, AMWC, CRW, AMOGs, combat crew training schools (CCTS), or direct reporting unit are categorized as BMC and assigned to FTL A. In addition, these individuals must also accomplish annual CRM training requirements. These individuals may fly unsupervised on CONUS training missions provided they are current and qualified. They require instructor supervision on all other missions. If these crewmembers do not maintain MR status, they cannot log MP time (may log EP, IP, or FP time). If refresher simulator training requirements are not met, the individual must fly with an instructor of like specialty unless waived (see **paragraph 4.10**).

4.3.1.2. FTL B – Experienced MR Crewmember. (As a guide, crewmembers having between 5-10 years of operational flying experience)

4.3.1.3. FTL C -- MR Crewmember. Initially assign inexperienced MR crewmembers FTL C and individuals pursuing MR status after initial Qualification training. (As a guide, crewmembers having less than 5 years of operational flying experience) Unit/CC may assign highly proficient FPs to FTL A or FTL B.

4.3.1.4. FTL D – No longer used.

4.3.1.5. FTL E -- BAQ, non-instructor staff (may include senior officers, MAJCOM, NAF, and 618 AOC individuals that are not maintaining MR or instructor status). FTL E requirements are insufficient for MR status. Crewmembers assigned to FTL E will fly with an instructor of like specialty at all times.

4.3.2. Change of FTL. Once the semi-annual period begins; do not move a crewmember to a level requiring fewer events. **Exception:** Units associating FTLs with crew positions may change FTLs after upgrade; i.e. instructor upgrade. BAQ crewmembers may be assigned a different FTL any time after attaining MR status. Prorate events upon changing training levels.

4.4. Training Events/Tables. Standardized ARMS training event identifiers and descriptions are located in **Chapter 7**. Unit defined events will be designated "X" events (i.e. X020) and listed in MAJCOM Supplement or local supplement/OG-OI.

4.4.1. Crediting Event Accomplishment. Credit events accomplished on training, operational missions, and satisfactory evaluations toward currency requirements and establish a subsequent due date. Use date of evaluation as the date of accomplishment for all flying training currency events that were successfully accomplished during the formal course

evaluation. Continuation training events accomplished during upgrade training prior to the evaluation may be credited towards the requirements for the current crew position.

4.4.2. Unsatisfactory flight evaluation. Do not log continuation training requirements for those items graded unsatisfactory until re-qualified.

4.4.3. Make-up training (ground or flying) is creditable towards the new training period.

4.4.4. Instructor Training Requirements and Responsibilities. Instructors and flight examiners may credit 50% of their volume requirements while instructing or evaluating. *EXCEPTION:* Instructor and flight examiner pilots may not credit any takeoffs or landings flown by another pilot. Instructor upgrade simulator training may count as a semiannual refresher simulator (G250) and CRM academics/simulator (G230/240).

4.4.5. Simulator Credit for Training Events. Crewmembers should credit events accomplished in the simulator unless otherwise specified by the respective event description in **Chapter 7**, MAJCOM Supplement, or **Table 4.4**. Pilots may maintain or regain currency events accomplished in the simulator.

4.5. Ground Continuation Training Requirements.

4.5.1. Completion and tracking of continuation training is ultimately the responsibility of the individual crewmember. Crewmembers should actively work with unit schedulers and training offices to ensure their continuation training is accomplished as described in this chapter.

4.5.2. Crewmembers will comply with requirements of **Table 4.1**, and **Table 4.2**. See **Chapter 7** for event descriptions.

4.5.2.1. Failure to accomplish events in **Table 4.1 or Table 4.3** leads to non-mission ready status. See **paragraph 4.10** for regaining mission ready status. Local training missions may be flown before completing all MR items, provided all grounding items are complete, i.e., Flight Physical, Physiological Training, Aircrew Flight Equipment Familiarization Training, Emergency Egress Training, and Marshaling Exam are accomplished.

4.5.2.2. Failure to complete mobility training requirements in **Table 4.2** does not lead to non-mission ready status but may restrict member from certain missions.

4.5.2.3. Ancillary training events, for example C and E events do not affect mission ready status nor restrict crewmembers from any mission.

4.5.2.4. Crewmembers (i.e. NAF, MAJCOM, etc.) may accomplish ground training events at locations other than their home units or units of attachment. Individuals are responsible for reporting all accomplished training to their home units or unit of attachment Aviation Resource Management System (ARMS) office.

4.5.2.5. Assigned or attached flight surgeons comply with requirements of **Table 4.3**.

4.5.2.6. Centralized Aircrew Training Record. All training events will be recorded in the ARMS database. Combined events may have only one consolidated ARMS entry. All one-time events will be input in the ARMS database to include one-time events completed during initial qualification and mission certification.

Table 4.1. Ground Continuation Training Requirements.

Code	Event	Frequency	Reference	Notes
	Flight Physical	455D	AFI 44-170	1
	Physiological Training	60M	AFI 11-403	1
G060	Tactics	SA		2, 3, 4, 5
G070	Aircrew Intelligence	A	AFI 14-201V2	2, 5
G080	Communications Procedures	365D	AFI 33-201V2	2, 5
G090	Anti-Hijacking	24M	AFI 13-207	
G130	Instrument Refresher Course	4Q	AFMAN 11-210	6
G182	Hazardous Cargo Training	T	AFMAN 24-204	2, 5
G230	CRM Refresher Academics	A	AFI 11-290	
G400	AIR Card User Training	T	AFI 11-253	
LL03	Emergency Egress Training	T	AFI 11-301	1
LL06	Aircrew Flight Equipment (AFE)	T	AFI 11-301	
SS02	Combat Survival Training	36M	AFI 16-1301	2
SS05	Water Survival Training	36M	AFI 16-1301	2

A-Annual, B-Biennial,T-Triennial, SA-Semiannual Y-Year, D-Days, M-Months, Q-Quarter

NOTES:

See event descriptions in **Chapter 7** for additional information.

1. Mandatory grounding item on expiration date. Individual will not fly until required event is accomplished.

2. Not required for BAQ or BMC crewmembers.

3. Applicable when required to accomplish a unit's assigned employment mission.

4. OG/CC may specify an alternate frequency for Tactics Training, but not less than annual, provided unit aircrew members receive all G060 blocks of training annually. (T-3)

5.   With SQ/CC approval, pilots overdue this may fly unsupervised on local training or routine unit missions not requiring the overdue event.

6. Must be completed by the end of every fourth quarter after completion or IAW11-210.

Table 4.2. Mobility Training Requirements.

(If overdue, restrictions may apply).				
Code	Event	Frequency	Reference	Notes

C040	Mobility Folder Review	AR	AFI 10-403	
E030	Passport	60M	FCG	1
E035	Secondary Passport	AR	FCG	1
G010	CBRNE Defense Training	24M	AFI 10-2501	
G120	ISOPREP review	AR		2
G291	Small Arms Training	24M	AFI 36-2226	
M050	Tactics Refresher Sortie	AR		1, 3
SS03	Conduct after Capture	36M	AFI 16-1301	
SS07	Contingency SERE Indoctrination	AR	AFI 16-1301	2

A-Annual, AR-As Required, B-Biennial, T-Triennial, D-Days, M-Months

NOTES:

See event descriptions in Chapter 7 for additional information.

1. As required for unit mission; requirement determined by OG/CC.

2. IAW COCOM Guidance

3. Required within 60-days of deployment. OG/CC is waiver authority. (T-3) See **para 4.10.2.**

Table 4.3. DELETED.

4.6. Flying Continuation Training Requirements. Table 4.4 lists standardized flying continuation training requirements. See **Chapter 7** for event descriptions.

4.6.1. Dual-Seat Qualification. Pilots will be dual seat qualified, and may accomplish training events in either seat.

4.6.2. Senior Officers and Crewmembers Maintaining BAQ. Senior Officer Qualification course (A004) and have a BAQ AF Form 8 shall maintain a minimum FTL E continuation training requirement. For annual simulator refresher course (G250) attempt to schedule the Senior Officer if possible. If not, ensure that the Senior Officer is afforded all the training in the aircraft that would have been accomplished in the simulator. Provide this training on a local sortie, not on a mission. Include approaches, transition work, and all applicable CRM, Emergency and mission orientation briefings. Instructors will log annual CRM refresher (G230) and simulator refresher course (G250) for the Senior Officer upon completion of the local training flight. In addition to always flying with an instructor of like specialty, FTL E senior pilots must be current in takeoffs, landings, and instrument approaches before carrying passengers.

4.6.3. ATD Credit for Training Requirements. Flight events creditable in the ATD are listed in Table 4.4.   For ARMS tracking, events accomplished in the simulator will be annotated

with an "S" on the MAR and entered into the Training Accomplishment window with a method of accomplishment "S".

4.6.3.1. Mission profile simulators will be flown in the same manner as the aircraft, to include the wear and use of professional gear, as applicable (headsets, etc.).

4.6.3.2. Simulator TDYs will be scheduled as ground events in GDSS.

4.6.3.3. Simulator sortie cancellation authority will reside with the OG/CC (or designated representative).

4.6.3.4. Mission profile, EPE, and refresher simulators will be scheduled with an AC or IP on the crew. OG/CCs may waive the AC/IP requirement and allow two Phase II MPDs to credit a simulator refresher. (T-3).

Table 4.4. Semiannual Flying Continuation Training Requirements.

	MAF Standard	Aircraft Commander (FPL or higher)				Pilot (FPQ)					
Code	**Currency Events**	**A**	**B**	**C**	*CUR*	**A**	**B**	**C**	**E**	*CUR*	*Notes*
M010	**Proficiency Sortie**	2	2	2		2	2	2			1
P020	**Takeoff**	8	10	12	*M*	8	10	12	6	*M*	2
P028	**Right Seat Takeoff**										
P029	**Left Seat Takeoff**					2	3	3		*Q*	
P070	**Instrument approach**	6	8	12	*M*	8	10	12	6	*M*	2
P100	**Precision approach**	3	4	6		3	4	6	2		
P110	**Nonprecision approach**	3	4	6		3	4	6	1		
P116	**NDB Approach**	1	1	1		1	1	1			3
P117	**RNAV/GPS Approach**	1	1	2		1	1	2			
P119	**Holding**	1	1	1		1	1	1			
P130	**Circling Approach**	1	2	2		1	2	2			
P150	**Missed approach**	2	3	3		2	3	3			
P190	**Landing**	8	10	12	*M*	8	10	12	6	*M*	2
P192	**Night Landing**	2	2	2	*Q*	2	2	2		*Q*	4
P198	**Right Seat Landing**										
P199	**Left Seat Landing**					2	3	3		*Q*	
Code	**MDS Currency Events**										
P090	**Instrument approach (manual)**	4	5	6		4	5	6			
P170	**Approach and GA (sim eng-out)**	2	3	3		2	3	3			5
P180	**Approach and landing (sim eng-out, partial flaps)**	2	2	2		2	2	2			5
P061	**Overhead Approach**	1	1	1		1	1	1			
P140	**Visual traffic pattern**	2	2	2		2	2	2			

RS00	Tactical Arrival	2	2	2		2	2	2			6
RS20	Tactical Departure	2	2	2		2	2	2			6
M050	Tactical Proficiency Sortie	1	1	1		1	1	1			6
G240	**CRM Simulator**	A	A	A		A	A	A	A		7
G250	**Refresher Simulator**	1	1	1		1	1	1	1		

A-Annual, Q-Quarterly, M-Monthly, T-Triennial

NOTES:

1. Pilots should dual log an M010 during simulator training.

2. Unqualified in the aircraft if non-current in excess of 6 months.

3. If an NDB approach is not available, use RMI only procedures. NDB currency for USAFE is 120-days.

4. Night landing currency for USAFE is 180-days.

5. Requirement reduced to 1 each for semi-annual training period encompassing the Initial Qual/Instm or Requal/Instm evaluation.

6. Only applicable to crewmembers tactics certified. Accomplish one high and one low tactical arrival/departure and when possible, rotate between day and night events.

7. Once per calendar year; dual log with associated G250.

4.7. Flight Surgeon Continuation Flying Requirements. Flight Surgeons requirements are outlined in and will be accomplished IAW AFI-11-202V1.

4.7.1. For contingency/AOR missions, Flight Surgeons must also be current in the following events (in their primary aircraft): SS02, SS03, SS19 (S-V88-AL) or SS20 (S-V80-A), and G120.

4.8. Ancillary Training. Training that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFI 11-2C-21v1 is not the governing directive for completion of ancillary training events. In accordance with AFI 11-202v1, the source AFI provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment Manger representative to ensure compliance with additional non-aircrew specific training requirements. Ancillary training not affecting MR status may be tracked via other means (e.g. ADLS) in lieu of ARMS.

4.9. Proration of Training. AFI 11-202v1 describes proration of training requirements for crewmembers not available for flying duties. In addition, prorate training for non-availability due to contingency alerts and contingency TDYs when the contingency precludes training for certain mission events (USAFE: also contingency operations from home station).

4.9.1. Use this formula to determine training requirements: Event volume required, divided by the number of months in the training period, and multiplied by the number of months available. Perform the following formula steps to determine training requirements for a select training period:

4.9.1.1. Step 1 – Convert number of days not available to number of months prorated (See **Table 4.5**).

4.9.1.2. Step 2 – Subtract prorated months from six (months in the semi-annual training period). Remaining months are considered months available.

4.9.1.3. Step 3 - Look up Event Volume required.

4.9.1.4. Step 4   – Determine Prorated Event Volume required using the following formula:

Figure 4.1. Proration Computation.

Event Volume
÷ 6 (Number of Months in the Semiannual training period)
x   Months available
= Prorated Event Volume required (IAW AFI11-202V1, round down to the nearest whole number but not less than 1. Proration does not apply to individuals who were available 15 days or less during SA period who will not incur training requirements.

4.9.1.5. Use **Table 4.5** to determine the number allowable months of proration. Prorate only if absence is at least 15-cumulative days.

4.9.2. When an individual permanently changes station (PCS) during the training cycle to a unit flying the same model aircraft and enters the same FTL or lower, credit training accomplished at the previous base. Prorate training requirements based on the time not available during the training period. Time available starts 7-days after sign-in for CONUS, 14-days after sign-in for OCONUS or on the date of actual accomplishment of the first training event, whichever occurs first. Subtract previous accomplishments from the prorated event volume required to determine remaining requirements.

4.9.3. Units may also prorate requirements for individuals changing training levels.

Table 4.5. Proration Allowance.

Cumulative Days of Non-Flying	Months of Proration Allowed
0 - 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
> 165	6

4.10. Failure to Complete Continuation Training Requirements. Designate individuals NMR if they fail to complete ground or semiannual flying continuation training requirements. The following guidance applies:

4.10.1. Flight Training. At the end of each training period, the Sq/CC will review ARMS products for those crewmembers who failed to accomplish all required flying training events (includes all events listed in the flying continuation training tables). The Unit/CC will either direct training necessary for the individual to regain MR status or request OG/CC waiver. If the ARMS review shows enough flying events were recently accomplished to ensure MR proficiency, OG/CC or equivalent may waive the requirements. (T-3) The same flying training events will not be waived for two consecutive training periods. This waiver authority must be used judiciously. The intent is to ensure crewmembers receive the proper quantity of flying events to remain proficient and allow OG/CC to determine MR status and additional training requirements when those training quotas are not met.

4.10.2. Loss of Currency. Place individuals delinquent in any flying currency event in supervised training status for that event and declare them NMR. Crewmembers are non-current the day after event currency expires; (i.e., a crewmember that accomplished an event with monthly currency on 1 September becomes non-current on 1 November).

4.10.2.1. Flight Surgeon loss of flying currency. Flight Surgeons that exceed 60 days between sorties require a review of aircraft exits and oxygen systems conducted by a member of the flight crew designated by the AC prior to the flight to regain flying currency.

4.10.2.1.1. The egress review will be signed off by the AC on a copy of the AMC/SGP memo or other approved form (e.g., AF Form 1522, locally generated form/memo/etc.). Note: Documentation on AFTO 781 is not acceptable. The Flight Surgeon must submit this documentation to the local Squadron/Host Aviation Resource Manager (SARM/HARM) office after the flight or upon return to home station if the flight is in conjunction with a TDY. The HARM or SARM will place the documentation in the Flight Surgeon's training folder.

4.10.2.1.2. Failure to complete and document required training before the flight will result in the loss of ability to log primary flight surgeon time.

4.10.3. Regaining Currency. Regain currency IAW AFI 11-202v1. Also see AFI 11-2C-21, Volume 3, *C-21 Operations Procedures,* **Chapter 3**, for additional guidance on non-current pilots flying missions with passengers.

4.10.3.1. For a loss of currency up to 6-months, a crewmember must demonstrate proficiency in the aircraft or simulator with an Air Force instructor (or ATS instructor for simulator creditable events) in all delinquent items. Crewmembers non-current for up to 6-months will maintain their current training level.

4.10.3.2. For loss of currency exceeding 6 months: for flying currency events identified in **Table 4.4**, the crewmember is unqualified in the aircraft and must complete Sq/CC-directed requalification training and an aircrew evaluation. For all other currency events, regain currency by demonstrating proficiency in the aircraft or simulator to the satisfaction of an Air Force instructor (or ATS instructor for simulator creditable events) in all delinquent items.

4.10.3.2.1. Flight Surgeons that exceed 6-months between sorties require completion of LL03, Emergency Egress Training, Non-Ejection Seat, with a certified aircrew instructor prior to the next flight.

4.10.3.2.2. Notify the MAJCOM/SG when Flight Surgeons fail to meet semi-annual or annual sortie requirements. MAJCOMs establish procedures to assess continued active flying authorization. Place a copy of the MAJCOM/SG notification in the member's flight training folder.

4.10.3.3. Failure to complete ground training events in **Table 4.1** leads to NMR status and prohibits an individual from accomplishing unsupervised in-flight duties until the overdue event is completed or waived. Except for mandatory grounding items in **Table 4.1** and **Table 4.3**, the operations group commander or equivalent may waive ground continuation training. This waiver authority must be used judiciously. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level (i.e., waivers will not be based on a crewmember's availability). The operations group commander will determine the allowable time period of the waiver (the training should be completed at the earliest opportunity). This waiver is allowed for unforeseen circumstances and only for events that will not degrade mission accomplishment.

4.10.3.4. The SQ/CC, or designated representative, may approve an individual NMR for failure to complete Hazardous Cargo Training (G182) to fly unsupervised on local training missions not requiring the overdue event.

4.10.4. Refer to AFI 11-202v1 for individuals transferring between aircraft or leaving active flying status. These provisions also apply to all simulator training.

4.11. Requirements before PCS or TDY by Members on Active Flying Status. See AFI 11-202v1.

4.12. Requirements before Removal from Active Flying. See AFI 11-202v1.

4.13. Requirements While in Inactive Flying Status. See AFI 11-202v1.

4.14. Retraining. AFI 11-202v1 specifies retraining restrictions before separation, retirement, or mandatory inactive flying status.

4.15. Aircrews Flying in Non-USAF Aircraft and with Non-USAF Units. See AFI 11-202v1.

4.16. Training Period. Continuation training program is based on static 6-month periods (1 January – 30 June and 1 July – 31 December). MAJCOM may adjust training periods based on unique mission requirements.

Chapter 5

UPGRADE TRAINING

5.1. Description. This chapter identifies general prerequisites and training requirements for upgrade.

5.1.1. General. The flying time prerequisites for upgrade are based on the crewmember having gained the knowledge and judgment required to effectively accomplish the unit's missions. Sq/CCs will ensure their continuation training programs emphasize these areas. Crewmembers will have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program.

5.1.2. OG/CC is designated waiver authority for all flying hour prerequisites for entry into in-unit upgrade courses. (T-3).

Table 5.1. Upgrade Prerequisites.

From	To	Prerequisites	Tasks and Events Required	*Notes*
UP	FP	SUPT Graduate/Other MDS	Complete PIQ.	1
FP	MP	• Unit CC recommendation • Qual/Instm Evaluation (FPQ) • Semi-annual Refresher (PQP) • **Flying hours:** Total / PAA 400 / 200 or 700 / 50 (PQP)	Complete **Chapter 5** requirements.	1, 4, 5
MP	IP	• Appropriate MP AFSC • 100-hours PAA after MP certification • Unit CC recommendation	Complete **Chapter 5** requirements.	2,4
IP	EP	• Appropriate IP AFSC • Unit CC recommendation	Complete **Chapter 5** requirements.	3,4

NOTES:
1. Only primary and secondary time is creditable towards PAA time. Total primary aircraft authorized (PAA) hour requirements must be met prior to beginning MP Upgrade. Candidates will complete an evaluation and/or certification.

2. All flying-hour requirements must be attained prior to entry into the IP upgrade program. Only primary and secondary time is creditable towards PAA time. 100 hours PAA does not apply to those previously qualified as C-21 instructors.

3. Unit CC recommendation not required for HHQ flight examiners.

4. Total flying hours represents all flying time logged aboard a fixed wing aircraft as a "military" pilot including UPT, Student, and "Other" time (but does not include time in another aircrew specialty). Simulator time is creditable towards PAA time, except simulator time logged as a UP for PQP MP upgrade.

5. A SPOT evaluation may substitute for a Qual/Instm at the discretion of the OG/CC. (T-3).

5.2. Mobility Pilot Development (MPD). MPD is the AMC training process to develop Specialized Undergraduate Pilot Training (SUPT) graduates through aircraft commander qualification. The MPD program includes the Pilot Initial Qualification (PIQ) formal training course, continuation training, and the local upgrade process. All MPD pilots will be dual-seat qualified. MPD pilots are not Aircraft Commanders but should be considered in continuous aircraft commander training upon graduation from the PIQ course until AC certification. As always, training timelines are based on performance, and at the discretion of the Sq/CC, should be tailored to match an individual's capabilities and experience level.

5.3. MPD Continuation Training.

5.3.1. Documentation. Completion of MPD Phase I and II is documented in ARMS as V280 and V281 respectively; the AMC Tour/GRACC is optional and documented in ARMS as V282. Document the completion of the entire course via AF Form 4324 and Sq/CC certification using ARMS event identifier Q280. All three events (V280-282) must be completed to award Q280.

5.3.2. Training Guides. MPD Phase I and II guides are available for download on the AMC/A3T Sharepoint. Workbooks should be carried on all sorties to maximize training opportunities.

5.3.3. MPD Phase I (V280). After completion of the PIQ course, pilots enter Phase I of continuation training. This first phase consists of completing the MPD Phase I guide, which focuses on core aircraft abilities including communication, checklist discipline, systems knowledge, and basic mission planning. A Phase I MPD should not have additional squadron duties nor be expected to act as an Aircraft Commander, yet they should observe and learn from their aircrew leadership.

5.3.3.1. During this stage of pilot development, a Phase I MPD pilot is restricted to the right seat and may only occupy the aircraft left seat with an IP. Phase I MPD pilots will train in the right seat during refresher simulators and may occupy the left or right seats for available proficiency time at the end of refresher simulators. Phase I MPD pilots will complete the MPD Phase I guide NLT 180 days (365 days for ARC) after becoming mission ready.

5.3.3.2. In order to advance beyond Phase I, the Phase I MPD pilot must be at least 6 months from the training start date (as defined in **paragraph 1.7.1**), have a minimum of 100 PAA (aircraft) hours, and have completed the MPD Phase I guide. Once these requirements are met, the Phase I MPD pilot may be approved for Phase II via the STRP. (Note: MPD pilots who were Mission Ready prior to the release of this AFI may continue

under the previous GRACC workbook for up to 6 months beyond the release date of this AFI at Sq/CC discretion, but will comply with all other requirements in this paragraph). Phase I applies to first-assignment pilots only.

5.3.4. MPD Phase II (V281). This phase consists of completing the MPD Phase II guide, which focuses on the core tasks of flying skills, mission situational awareness, and crew management required for Aircraft Commander certification. Prior C-21 and MAF MPs are not required to accomplish Phase II training.

5.3.4.1. Training in this stage will ensure a balanced exposure to both left and right seats in the aircraft with an AC or above. Good judgment and Operational Risk Management (ORM) will dictate with whom they fly and what seat they occupy. As Phase II MPD pilots advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP.

5.3.4.2. MPD Selection for Aircraft Commander Upgrade/Certification. Phase II MPD pilots must meet pre-requisites defined in **Table 5.1** as well as complete the MPD Phase II guide. Based upon performance, experience, and requisite flight hours, Phase II MPD pilots will be identified for upgrade by squadron leadership via the STRP. MPD pilots require a minimum of one AF Form 8 evaluation after FP mission ready certification and prior to entry into Aircraft Commander upgrade (N/A for prior MAF AC or non- mobility weapon system pilots).

5.3.4.3. AMC Orientation Tour / GRACC (V282). This event provides an in-depth look at selected AMC and 618 AOC (TACC) operations as well as an opportunity to interact with command senior staff. Ideally, this course should be completed by Aircraft Commander candidates after completing V281, but before beginning local Aircraft Commander upgrade training. GRACC is optional but highly encouraged for C-21 pilots, and transferable between all mobility weapon systems.

5.3.5. MPD Phase III. Aircraft Commander Upgrade. After the Sq/CC determines (via the STRP) an upgrade training start date, training time begins and the upgrade candidate will begin applicable training events, as required (see **Table 1.2** for in-unit training time limitations). Prior to starting training, the training office will open and maintain an AF Form 4022 or Electronic Gradebook (EGB) until the upgrade candidate is certified as an Aircraft Commander. Units using multiple folders to document a pilots training progress may combine those into a single training folder at the unit's discretion. Training guides are authorized.

5.3.5.1. Complete applicable ground and flying training requirements of this volume.

5.3.5.2. C-21 MP qualification training is conducted in-unit.

5.3.5.3. AC Certification. A pilot will be mission ready (MR) after completion of all ground and flying training requirements. Additionally, Aircraft Commanders must be certified by the Sq/CC or Review and Certification (R & C) Board before performing duties as Pilot in Command (PIC).

5.3.6. MPD Designation Codes. Refer to AFI 11-401 AMCSUP1.

Table 5.2. DELETED.

5.4. Aircrew Instructor Program. Course is designed to teach selected crewmembers fundamentals and concepts of instructing. Instructor candidates will be selected based on experience, judgment, ability to instruct, flying skill, and technical knowledge.

5.4.1. For instructor upgrade prerequisites, see **Table 5.1**.

5.4.1.1. For ground and flight training requirements, all initial instructor upgrade candidates will complete training on the principles of instruction through an Instructor Preparatory Course (IPC) at the formal school and simulator training (**paragraph 5.4.4** for in-unit upgrades).

5.4.1.2. Each unit will give IP candidates at least three right-seat training flights (Pre-IAC course) and ensure IP candidates are proficient with right seat operations prior to formal school. Complete pre-upgrade events listed in an OST approved training guide if available.

5.4.1.3. Instructor candidates who previously attended a formal instructor course for instructor qualification and were instructor certified in any US Air Force fixed-wing aircraft may upgrade in-unit without completing the contractor provided IPC and simulator instructor course. In-unit instructor upgrades require OG/CC approval. MAJCOM waivers are not required. Unit commanders determine training required to complete upgrade. Refer to **Table 1.2** for in-unit training time limits. Crewmembers previously qualified as C-21 instructors are exempt from the instructor upgrade flying time prerequisites in **Table 5**.

5.4.2. Instructor Ground Training.

5.4.2.1. An instructor must be thoroughly familiar with aircraft systems and equipment, normal and emergency operating procedures, prohibited maneuvers, and aircraft performance under all conditions of flight. Instructor candidates will demonstrate knowledge by organizing and conducting ground briefings on a cross-section of subjects from applicable directives. Briefings may be conducted as part of the existing continuation training or flying safety program, but the briefing must be critiqued by a same crew position instructor for content, organization, and delivery.

5.4.2.2. The instructor candidate will receive training on training documentation described in **Attachment 2**.

5.4.2.3. Instructor written examinations. AFI 11-2C-21v2, *C-21 Aircrew Evaluation Criteria,* defines this requirement. Scenario-driven instructor questions are incorporated into the instructor qualification open-book examination.

5.4.2.4. Instructor/Examiner CRM. Initial instructor CRM should be included in formal and in-unit upgrade. Units develop course material locally for in-unit upgrades.

5.4.3. Flying Training.

5.4.3.1. If, at any time, during the flight the judgment or proficiency of a student at the controls raises a question in the instructor's mind as to the student's ability to complete a prescribed maneuver safely, the instructor will take over the controls of the aircraft

immediately. The instructor should then explain and demonstrate proper methods of conducting the maneuver prior to the student resuming control of the aircraft.

5.4.3.2. IP candidates may occupy either seat during training. Emphasis will be on right-seat proficiency, maneuver techniques, practice instruction, practical emergency situation set-up, and operating aircraft systems. A minimum of one touch and go landing should be accomplished in the left seat, emphasizing the differences in cockpit layout and aircrew duties that affect left seat instructing.

5.4.3.3. An initial instructor flight evaluation is required.

5.4.3.4. Instructor proficiency guidelines. Following upgrade, emphasis should be placed on flying the newly certified IP in the local pattern to reinforce upgrade training and to gain experience in the local flying environment.

5.4.3.5. Instructor Preparatory Course (IPC). All instructor candidates must have attended an IPC at a formal Air Force school or at the unit level.

5.4.3.6. FTU instructors will complete the FTU Faculty Instructor Upgrade Program.

5.4.4. Unit level IPC. Wings may conduct IPC for instructor candidates at the squadron/GSU level with MAJCOM/A3T approval on an individual basis if formal slots are not available. Each IPC program will have a primary instructor appointed by the applicable Unit/CC to be responsible for course content, scheduling, records, and training of new IPC instructors. IPC staff may be of any size but should be limited to only enough to accomplish unit requirements.

5.4.4.1. IPC Guidance. Unit level IPC will be conducted according to a plan submitted to and approved by the appropriate OSS/OST and an information copy will be forwarded to MAJCOM/DOT/A3T. Unit level IPC guidance in addition to that provided by the formal school and the ATS is encouraged.

5.4.5. For ground and flight training requirements, all initial instructor upgrade candidates will complete training on the principles of instruction at the formal school if available.

5.5. Flight Examiner Certification. Unit/CC will recommend instructors for flight examiner certification. Instructors identified for certification as flight examiners must possess satisfactory knowledge of MAJCOM training and evaluation policies and procedures and the ability to administer an evaluation according to AFI 11-2C-21v2 (N/A for HHQ flight examiners).

5.5.1. IAW local guidance, flight examiner candidates will complete a flight examiner certification course. Unit/CC may waive this requirement if the candidate is a previously qualified flight examiner in any AMC aircraft. Upgrade will include, but is not limited to the following:

5.5.1.1. Observation of qualified examiners conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge. The candidate may observe the in-flight portion of an evaluation.

5.5.1.2. Receive a briefing on command policies and interpretations of AFI 11-202v1 and 2, AFI 11-2C-21v1 and 2, and MAJCOM supplements.

5.6. Special   Qualifications   and   Certifications. Certain   aircrew   qualifications   and certifications are trained after completion of formal qualification and do not affect mission ready

status. Special qualifications and certifications may require an evaluation or only an AF Form 4324 update. These programs are usually taught at the unit level by Air Force instructors of like specialty.

5.6.1. Tactics Certification Training. Pilots will be tactics certified prior to AC certification or OCONUS deployment as required by the respective reporting instructions or other theater requirements. Document certification as "Tactics Certified" with ARMS event identifier Q044 via an AF Form 4324.

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. Description. Normally, the ATS contractor provides academic and simulator training and the Air Force conducts all flight training and evaluations.

6.2. Applicability. As defined in AFI 11-202v1.

6.2.1. This chapter applies to all crewmembers attending formal schools using ATS courseware. AMC/A3T manages the content of C-21 contractor provided training. *NOTE:* The current simulator contract governs Air Force-contractor relationships and obligations and may only be modified by the contracting officer. Units will not levy additional requirements on contractors. Contact the MAJCOM training office with recommended changes to the aircrew training program.

6.2.2. Goal. The goal of the ATS program is to optimize aircrew training through the integrated use of academics, ATD, and flight line aircraft instruction. The C-21 ATS by contract establishes performance requirements in the ATS Contract Statement of Work (SOW) and system specification. The ATS Master Task Listing/Evaluation Standards Document (MTL/ESD), objective media analysis report (OMAR), and media selection syllabus report (MSSR) products help define course content, standards, and media selected for each task and objective, respectively.

6.3. Dedicated Training Time. As defined in AFI 11-202v1. It is imperative that students complete their training in a timely and uninterrupted manner. Students will enroll on a full-time basis. Relieve students of duties not directly related to training. *EXCEPTION:* Supervisory personnel may continue their normal duties as time permits.

6.4. ATS Course Prerequisites. Each ATS course is designed and based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, unit operations officer recommendation, and completion of applicable training guides. Consult the course summary document (CSD) or Education and Training Course Announcement (ETCA) to determine student entry level for each course.

6.5. Lesson Objectives.

6.5.1. Lesson Objective Development. Instructors and evaluators use lesson objectives as a reference document to establish training and evaluation standards. The contractor developed lesson plans are an integral part of the formal syllabus and outline course requirements.

6.6. Unsatisfactory Student Progress.

6.6.1. If a student's training progress is unsatisfactory, the contractor will notify the government representative (wing training, operations officer, etc.). Following review of the student's record, the government representative will determine whether to continue or terminate training. The contractor will provide written feedback to the unit commander or training office for students who display substandard performance.

6.6.2. Remediation Procedures. The contractor and contracting officer must receive prompt notification of unsatisfactory performance following a contracted course. Local procedures must ensure that notification is completed within 24 hours of failure to complete a course and

within 48 hours after return to home station for OCONUS units. Remediation subsequent to a failed course completion may be the contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress. Direct contact with appropriate contracted instructor's supervisor is encouraged.

6.7. Courseware Changes. Submit courseware changes through appropriate MAJCOM channels, with information copies to AMC/A3T. The reporting requirement in this paragraph is exempt from licensing in accordance with AFI 33-324, *The Information Collections And Reports Management Program; Controlling Internal, Public, And Interagency Air force Information Collections.*

6.7.1. Master Task List (MTL) and Evaluation Standards Document (ESD).

6.7.1.1. MTL/ESD Purpose. The MTL/ESD provides the basis for courseware development. The MTL/ESD, as approved by AMC/A3T, is the evaluation criteria for validating a crewmember's performance. Flight examiners and instructors who evaluate or train crewmembers will use the MTL/ESD to determine the ability of an individual to meet the performance levels required to be mission qualified.

6.7.1.2. MTL/ESD Use. The MTL/ESD will be used by flight examiners and instructors in the training and evaluation of crewmembers. Distribution of the MTL/ESD is sufficient to ensure each unit has reference copies for each crew position. Recommended changes will be submitted through Air Force channels using an approved quality assurance change proposal (QACP) process. Changes to the MTL/ESD frequently result in changes to associated courseware.

6.8. Scheduling. Student schedule for simulator courses is coordinated through FTU registrar. Registrar will coordinate schedule and all changes with MAJCOM POC (AMC unit schedules are coordinated through 375OSS/OST). MAJCOM POC will notify registrar NLT 30 days prior to class start date if unable to fill assigned slot. Student name changes within 21 days of class start date will be evaluated on a case-by-case basis and only be approved by the registrar.

6.9. Aircraft Flights for ATS Training Instructors. Contractor personnel may fly according to the terms of the current government contract, and must have a valid FAA Class 2 physical and comply with applicable DOD and AFI guidance, to include DOD 4515.3R and AFI 11-401.

Chapter 7

ARMS IDENTIFIERS AND COURSE DESCRIPTIONS

7.1. Description. ARMS event identifiers are standardized for mobility crewmembers.

Table 7.1. ARMS Identifiers.

Identifier	Group	Paragraph
A	Academic training	7.2
AA	USAF-Specified	7.3
C	Miscellaneous	7.4
E	Miscellaneous	7.4
FF	Flight Surgeon	7.5
G	Ground Training	7.6
LL	Aircrew Flight Equipment	7.7
M	Mission Specific	7.8
P or R	Proficiency	7.9
Q	Qualification	7.10
RS	Tactical Approaches / Departures	7.11
SS	Survival	7.12
V	Global Ready Aircraft Commander	7.13
X	Unit Defined	7.14

7.2. Academic (A) Identifiers.

7.2.1. **A001   Initial Qualification Academic Course**

7.2.2. **A002   Aircraft Commander Upgrade Qualification Academic Course (ACA)**

7.2.3. **A003   Senior Staff Orientation Course**

7.2.4. **A004   Senior Staff Qualification Course**

7.2.5. **A010   Instructor Academic Training**

7.2.6. **A017   Regulation/Directive Knowledge/Use**

7.2.7. **A034   Requalification Course**

7.2.8. **A060   Flight Examiners Course**

7.3. USAF-Specified ("AA") Events.

7.3.1. **AA01 Qualification Check**

7.3.2. **AA02 Qualification Check, Simulator**

7.3.3. **AA11 Instrument Check**

7.3.4. **AA12 Instrument Check, Simulator**

7.3.5. **AA21 Combined Qualification and Instrument Check**

7.3.6. **AA22 Combined Qualification and Instrument Check, Simulator**

7.4. Miscellaneous (C and E) Events.

7.4.1. **C010 CWD Driver Operations.**

7.4.2. **C020 Mass Casualty Exercise.**

7.4.3. **C030 Mobility Briefing.**

7.4.4. **C040 Mobility Folder Review.**

7.4.4.1. Units will track personnel preparedness using DeMS or AF Form 4005, *Individual Deployment Requirements*. Other systems are not authorized to track personnel readiness. The unit commander ensures unit personnel prepare for deployment (non-aircrew duties) in accordance with this AFI, AFMAN 10-401, and AFI 36-507, *Mobilization of the Civilian Work Force*.

7.4.4.2. OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers.

7.4.4.3. Additional Information: See AFI 10-403, *Deployment Planning*. Frequency of this event will be determined by the unit.

7.4.5. **C050 Unit Disaster Training.**

7.4.6. **E112   Information Protection.**

7.4.6.1. Purpose**:** Ensure all personnel using Air Force information systems understand the necessity and practice of safeguarding information processed, stored, or transmitted on all these systems. See course description in ETCA, Ancillary Training.

7.4.6.2. Reference: USAF-wide web-based training program. This training replaces: Information Security (INFOSEC); NATO Security; E100--Information Assurance (IA); Records Management; Privacy Act; and Freedom of Information Act. Training can be located at the Air Force Portal **https://www.my.af.mil/faf/FAF/fafHome.jsp**   / Top Viewed: Training / ADLS

7.4.7. **E113   Human Relations.**

7.4.7.1. Purpose**:** See course description in ETCA, Ancillary Training.

7.4.7.2. Reference: USAF-wide web-based training program. This training replaces Combat Trafficking and Suicide Awareness and Violence Prevention (SVAT). Combating Trafficking in Persons (must complete this section prior to SVAT being able to open). Training can be located at the Air Force Portal **https://www.my.af.mil/faf/FAF/fafHome.jsp** / Top Viewed: Training / ADLS

7.4.8. **E114   Force Protection.**

7.4.8.1. Purpose**:** See course description in ETCA, Ancillary Training.

7.4.8.2. Reference: USAF-wide web-based training program. This program replaces G110, Level 1 Antiterrorism Training. Training can be located at the Air Force Portal **https://www.my.af.mil/faf/FAF/fafHome.jsp**.

7.5. Flight Surgeon (FF) Events.

7.5.1. **FF00 Total Flight Surgeon Sortie**

7.5.1.1. Purpose: Ensure that Flight Surgeons maintain minimum currency requirements.

7.5.1.2. Description: Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 days. To maintain currency, time between flights must not be more than 60 days.

7.5.2. **FF11 Primary Day Flight Surgeon Sortie**

7.5.2.1. Purpose: Ensure that Flight Surgeons maintain day time currency in primary assigned aircraft.

7.5.2.2. Description: Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 days.

7.5.3. **FF12 Primary Night Flight Surgeon Sortie**

7.5.3.1. Purpose: Ensure that Flight Surgeons maintain night time currency in primary assigned aircraft.

7.5.3.2. Description: Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements.   Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 days. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or one hour, whichever is less, occurs during night time, as defined in AFI 11-401.

7.6. Ground (G) Events.

7.6.1. **G001 Unit/Local Area Orientation**

7.6.1.1. Purpose: Each newly assigned aircrew member will complete a local unit orientation program prior to performing unsupervised primary aircrew duties. This is one-time training after a permanent change of station.

7.6.1.2. Description: This training is a requirement for all newly assigned and attached aircrew members and will prepare crewmembers for the unit's operational mission. Each

unit will publish specific ground training requirements. More than one crewmember may be trained at a time. This training will familiarize them with the local flying area and should as a minimum address: taxi and flying hazards, climatic conditions, ATC procedures, available facilities and support agencies, as well as introduce any unit and mission unique procedures. Document Unit/Local Area Orientation training in ARMS for assigned and attached personnel.

7.6.2. **G002   Aircraft Marshaling Training and Examination.**

7.6.2.1. Purpose: Ensures crewmembers understand proper marshalling procedures preventing aircraft taxi incidents.

7.6.2.2. Description: Review of AFI 11-218, *Aircraft Operation and Movement on the Ground*, followed by a test. MAJCOMs will ensure that all aircrew personnel are tested on their knowledge of marshalling signals. Test personnel prior to performing duties requiring knowledge of marshalling signals or within 30 days after reporting for duty following permanent change of station (N/A if tested at a formal school within the previous 6 months).

7.6.2.3. Unit: Squadron

7.6.3. **G003 Flight line Security and Drivers Examination.**

7.6.3.1. Purpose: To ensure crewmembers understand proper flight line driving and security procedures. Aircrew members who are required to drive on the flight line must receive this course.

7.6.3.2. Description: Training, examination, and certification to drive vehicles on the flight line according to local procedures. Also includes a briefing by the airfield management or security forces covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection.

7.6.3.3. OPR: AMC/A3A/SFO or MAJCOM/SFO

7.6.3.4. Unit: Chief, Airfield Management and Flight line Constable

7.6.3.5. Additional Information: Unit commanders determine the required number of crew members authorized to drive on the flight line.

7.6.4. **Flight Physical.**

7.6.4.1. Purpose: Ensure that aircrew members are physically fit to perform aircrew duties

7.6.4.2. Description: "Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days." AFI 48-123v3, *Flying and Special Operational Duty*.

7.6.4.3. OPR: AMC/SG

7.6.5. **Physiological Training.**

7.6.5.1. Purpose: Familiarize aircrew members with physiological conditions associated with aircrew duties.

7.6.5.2. Description: Currency expires 5 years after the last day of the month in which accomplished. Example: if training was accomplished 19 Oct 2002, training is due not later than 31 Oct 2007. Aircrew members returning to active flying following three or more years of inactive (non-flying) status will accomplish G006 prior to resuming active flying. While the altitude chamber portion of G006 is optional for aircrew members with more than 20 years of flying service, and at least two documented chamber refresher profiles (including those returning to active flying following three or more years of inactive status). For these individuals, the academic portion is still required every 5 years. For personnel assigned overseas, they will attend training prior to PCS if their currency expires during their overseas tour. Refer to AFI 11-403 for description and requirements.

7.6.5.3. OPR: AFMOA/SGOA

7.6.6. **G010—CBRNE Training.**

7.6.6.1. Purpose: Train crewmembers to successfully survive and fight in a Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive (CBRNE) environment while wearing ground crew individual protective equipment.

7.6.6.2. Description: Academic and hands-on training with ground crew protective equipment components. CBRNE prerequisites must be completed within 60 days prior to attendance of G010.

7.6.6.3. OPR: AMC/A7O or MAJCOM/CEX.

7.6.6.4. Curriculum Development: AFCESA/CEX and local civil engineering readiness flight.

7.6.6.5. Training media: Lecture, accompanied by hands-on training with the ground crew protective equipment.

7.6.6.6. Instructor: Qualified disaster preparedness personnel (Civil Engineering Readiness Flight)

7.6.7. **G060 Tactics.**

7.6.7.1. Purpose: To provide the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission.

7.6.7.2. Description: G060 will be administered using courseware developed by AMC/A3D. The courseware is posted on the AMC Combat Operations SIPRNET website **www.amc.scott.af.smil.mil/hosted_orgs/dok/**. The course is based on information found in AFTTP 3-1, AFTTP 3-3 and AFI 11-2C-21v1 as well as any other documents pertaining to the execution of the unit's mission. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC.

7.6.7.3. OPR: AMC/A3D; Curriculum Development: AMC/A3D

7.6.7.4. Training Media: Interactive lecture. Power Point presentation

7.6.7.5. Instructor: Rated Instructor Required. Instructor should be a graduate of the USAF Weapons School, the USAF EC Combat Aircrew Tactics School, or the Advanced Airlift Tactical Training Center (AATTC) Aircrew Course. Units may use prior qualified tactics instructors from another MDS while awaiting instructor upgrade in the C-21. These individuals must complete C-21 Tactical Certification (Q044) prior to teaching Tactics (G060).

7.6.7.6. Additional Information: Tactics Instructors who teach G060 may credit their G060 requirement.

7.6.8. **G070 Aircrew Intelligence Training.**

7.6.8.1. Purpose. Provide crews fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhance crewmember understanding of threats to unit assets with a direct impact on mission success and aircrew survival.

7.6.8.2. Description. Course will provide aircrew with details concerning how, when and what to include in Mission Reports (MISREP), Ops-Intel interface, Request for Information (RFI), Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA).

7.6.8.3. OPR. AMC/A2T; Curriculum Development: AMC/A2T, with tailoring by unit intelligence personnel.

7.6.8.4. Instructors. Certified Unit Intelligence Trainer. Training Media. Lecture.

7.6.8.5. Additional Information. Laws of armed conflict (LOAC) and Force Protection Requirements may be taught in conjunction with Aircrew Intelligence Training (requires scheduling additional time beyond 3 hours scheduled for AIT) or accomplished on-line. Coordinate with the staff judge advocate for LOAC training and the security police for PFT training, if needed. The unit intelligence officer may administer an aircrew intelligence related test to determine if additional training is required.

7.6.9. **G080—Communications Procedures.**

7.6.9.1. Purpose. Ensure crewmembers possess a thorough knowledge of all communication and COMSEC requirements.

7.6.9.2. Description. This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Training should cover: Authentication procedures,, IFF/SIF codes, code loading devices , equipment operation, AFSIR, , Flight Information Handbook (FIH), , AMCH 33-1, Aircrew Communications Handbook, , COMSEC user requirements, (including and other communications information pertinent to unit. Reference: AFI 33-201, Volume 2 Communication Security (COMSEC) User Requirements. May be dual logged with G060 if IFF and authentication procedures are addressed.

7.6.9.3. OPR: MAJCOM: AMC/A3T/A3A/CPSS/STSP.

7.6.9.4. Unit**:** ATS contractor, Combat Crew Communications, COMSEC responsible officer (CRO), and wing, operations group, and squadron training personnel.

7.6.9.5. Training Aids: AF Form 4168, COMSEC Responsible Officer and User Training Checklist.

7.6.9.6. Instructor**:** Wing, operations group, and squadron training personnel, if instructor led and Combat Crew Communications.

7.6.10. **G090 Anti-Hijacking**.

7.6.10.1. Purpose. To provide aircrews with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

7.6.10.2. Description. This training will meet requirements in AFPD 16-8, *Arming of Aircrew, Mobility, And Oversea Personnel*, and AFI 31-207, *Arming and Use of Force by Air Force Personnel*, and is designed to supplement training requirements in AFI 36-2226, *Combat Arms Program.*

7.6.10.3. OPR: MAJCOM: AMC/A3T and A7S.

7.6.10.4. Unit: Squadron. Curriculum development: As required. Instructor: Unit designated.

7.6.10.5. Training Aids: CBT fulfills requirement. The unit may supplement CBT training with instructor led discussions based on the Use of Force Model (UFM) in AFI 13-207, and criterion test locally developed).

7.6.11. **G100 Law of Armed Conflict (LOAC)/Rules of Engagement (ROE)/Human Rights.**

7.6.11.1. Purpose. To ensure crewmembers understand LOAC.

7.6.11.2. Description: This training includes the principles and rules of LOAC for aircrews to carry out their duties and responsibilities according to the Hague and Geneva Conventions. If units choose, this may be accomplished via CBT.

7.6.11.3. OPR: USAF/JAO.

7.6.11.4. Curriculum Development: Unit.

7.6.11.5. Training Media: Lecture, but may be CBT.

7.6.11.6. Instructor: Wing assigned legal officer, unit intelligence officer, or suitable training media.

7.6.11.7. Additional Information: May be conducted during G070. Due to the different mission requirements, units have the option of putting increased emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting JA's scripted briefing. See AFI 51- 401, *Training and Reporting to Ensure Compliance With the Law of Armed Conflict.*

7.6.12. **G120 Isolated Personnel Report (ISOPREP) Review.**

7.6.12.1. Purpose. To generate (if necessary), review, and ensure accuracy of crewmember isolated personnel reports.

7.6.12.2. Description. Semi-annual review of isolated personnel report (ISOPREP) card. See AFDD 34, Combat Search and Rescue Operations. Currency expires 180 days from date of accomplishment.

7.6.12.3. OPR: MAJCOM: AMC/A2.

7.6.12.4. Unit: Intelligence officer.

7.6.13. **G130 Instrument Refresher Course.**

7.6.13.1. Purpose. To ensure pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

7.6.13.2. Description. Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Course Program (IRP).* Familiarity with AFMAN 11-210 is essential for unit program developers and IRC instructors. Complete IRC test requirement according to AFI 11-202, Volume 2 within the crewmembers qualification eligibility period. Instructors who teach this course may also receive credit for G130 requirements.

7.6.13.3. OPR: MAJCOM: AMC/A3T and Det 1, 375 OG.

7.6.13.4. Unit: OG/CC

7.6.13.5. Curriculum Development: Det 1, 375 OG.

7.6.13.6. Training Aids: CBT, USAF IRC from Det 1, 375 OG. USAF Core IRC available from Det 1, 375 OG at URL: **https://amc.csd.disa.mil/kc/login/login.asp** fulfills part of AFMAN 11-210 IRC requirements.

7.6.13.7. Address the following topics (where applicable to unit mission):

7.6.13.7.1. Controlled flight into terrain (CFIT) (applicable to all).

7.6.13.7.2. VFR flight rules, maneuvers, and procedures.

7.6.13.7.3. Operations under the Global Air Traffic Management (GATM).

7.6.13.7.4. Minimum Navigation Performance Specifications (MNPS) airspace and procedures.

7.6.13.7.5. Reduced Vertical Separation Minimums (RVSM) airspace and procedures.

7.6.13.7.6. Required Navigation Performance (RNP) airspace and procedures.

7.6.14. **G182 Hazardous Cargo**. Procedures for identifying and handling hazardous cargo.

7.6.14.1. Purpose. To familiarize crewmembers with procedures and restrictions when carrying hazardous materials.

7.6.14.2. Description. Complete MAJCOM, Wing or ATS contractor-provided instruction IAW AFMAN 24-204 (I), *Preparing Hazardous Materials for Military Air Shipments*, Attachment 25. Training should be designed to review aircrew hazardous materials procedures, IAW AFMAN 24-204 (I), AFJI 11-204, *Operational Procedures*

for Aircraft Carrying Hazardous Materials, and AMCH 11-214, *Aircrew Hazardous Materials Handbook*.

7.6.14.3. OPR: MAJCOM: AMC/A3T.

7.6.14.4. Unit: ATS contractor, squadron instructor or CBT may be used.

7.6.15. **G230 Crew Resource Management (CRM) Refresher.**

7.6.15.1. Purpose. Mission-specific CRM continuation training conducted according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and MAJCOM supplement. G230 May be accomplished in conjunction with G240 CRM simulator.

7.6.15.2. Description. Reinforces initial CRM training through an academic review of the common core subjects (according to AFI 11-290) with specific emphasis on an annual refresher topic.

7.6.15.3. OPR: MAJCOM: AMC/A3T.

7.6.15.4. Unit: ATS contractor and unit training.

7.6.15.5. Additional Information. G230 may be accomplished in conjunction with G240, CRM Simulator.

7.6.16. **G231 Initial Crew Resource Management (CRM) Training.**

7.6.16.1. Purpose. Aircraft and crew-specific CRM training conducted according to AFI 11-290 and MAJCOM supplement.

7.6.16.2. Description. Introduces common core subjects according to AFI 11-290.

7.6.16.3. OPR: MAJCOM: AMC/A3T.

7.6.16.4. Unit: ATS contractor.

7.6.16.5. Additional Information. Completion of any CRM pre-work, if applicable, is required before attending CRM training. Pre-work will be distributed to organizations in sufficient time and supply to allow completion. Dual log accomplishment of G231 with G230 for ARMS tracking purposes.

7.6.17. **G240   Crew Resource Management (CRM) Simulator.**

7.6.17.1. Purpose.   To provide hands-on application of classroom-presented CRM refresher concepts through CRM simulator training addressing human factors issues in a realistic mission scenario. CRM simulator is accomplished during the annual G230 and G250 Simulator Refresher.

7.6.17.2. Description. CRM mission-oriented simulator training (MOST) conducted according to AFI 11-290 and the MAJCOM supplement.

7.6.17.3. OPR: MAJCOM: AMC/A3T.

7.6.17.4. Unit: ATS contractor and squadron instructor.

7.6.17.5. G250 Refresher Simulator. For units attending sim refresher on a semi-annual basis, G250A will be logged in the first half of the year and G250B in the second half.

7.6.17.6. Purpose. Simulator training emphasizing aircraft systems, normal and emergency procedures, mission specific training requirements, and Cockpit Resource Management.

7.6.18. **G281 Self Aid/Buddy Care (SABC) Training.**

7.6.18.1. Purpose: Provide basic life and limb-saving techniques to help wounded or injured personnel survive in medical emergencies until medical help is available. Mobility aircrews are required, for global operations, to be able to provide Self Aid. See AFI 36-2238, *Self Aid and Buddy Care Training.*

7.6.18.2. Description: Complete initial then refresher training that may include video tape, handouts or instruction. See AMC/A3T CoP web site for link to source requirement.

7.6.19. **G291 Small Arms Training.**

7.6.19.1. Purpose: To train crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon. (Note: ARMS Code changed from G280 to G291 due to a conflict)

7.6.19.2. Description: Course will meet the requirements of AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*. Units will use AFI 31-207, *Arming and Use of Force by Air Force Personnel*, Attachment 7 to instruct "Use of Force" training.

7.6.19.3. OPR: AMC/A7F

7.6.19.4. Curriculum Development: Wing Combined Arms Training Maintenance (CATM).

7.6.19.5. Instructor: Qualified Security Forces Squadron combat arms instructor.

7.6.19.6. Additional Information. This event is not required before a crewmember is MR. Complete training within 180-days of the crewmember becoming MR.

7.6.20. G400 AIR Card User Training.

7.6.20.1. Purpose. Ensure crewmembers understand their roles and responsibilities as AIR Card holders. This training is mandatory for personnel serving as a cardholder to include the aircraft commander and any other aircrew members who sign for the off-station procurement of aviation fuel and ground services using the AIR Card. It is important for AIR Card users to have a knowledge and understanding of all policies, guidance, and procedures for the use of the card and also understand the consequences of any inappropriate actions.

7.6.20.2. Description. Complete initial AIR Card user training IAW AFI 11-253, Managing Off-Station Purchases on Aviation Fuel and Ground Services. The training is hosted on the Joint Knowledge Online website, **https://jkodirect.jten.mil** (course number J4OP-US1185 or under the title AIR Card User Training).

7.6.20.3. OPR: AF/A3OI

7.6.20.4. Additional Information. Complete initial training prior to using the AIR Card, complete refresher training at least once every 3 years.

7.7. Aircrew Flight Equipment Training (LL) Events. MAJCOMs may combine and/or supplement courses to fulfill their needs. Refer to AFI 11-301v1, *Aircrew Flight Equipment (AFE) Program*, for course descriptions.

> 7.7.1. **LL01—Aircrew Flight Equipment Familiarization.**
>
>> 7.7.1.1. Purpose: To ensure all crewmembers are familiar with C-21 aircrew flight equipment and are able to identify, locate and utilize appropriate emergency equipment.
>>
>> 7.7.1.2. Description: One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local AFE availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base. See AFI 11-301v1 and applicable MAJCOM guidance.
>>
>> 7.7.1.3. OPR: AMC/A3T.
>>
>> 7.7.1.4. Unit: Squadron Aircrew Flight Equipment.
>>
>> 7.7.1.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.
>>
>> 7.7.1.6. Instructor: Qualified Aircrew Flight Equipment Instructor.
>>
>> 7.7.1.7. Training Aids: IBT with AFE training aids.
>
> 7.7.2. **LL03—Emergency Egress Training, Non-Ejection**.
>
>> 7.7.2.1. Purpose: Understand aircraft egress procedures.
>>
>> 7.7.2.2. Description: Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings IAW AFI 11-202v3.   See AFI 11-301v1 and applicable MAJCOM guidance.
>>
>> 7.7.2.3. OPR: AMC/A3T. Unit: Squadron Aircrew Flight Equipment.
>>
>> 7.7.2.4. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.
>>
>> 7.7.2.5. Instructor: AC's or higher, Aircrew Flight Equipment instructor, or OST LL03 block training certified instructors.
>>
>> 7.7.2.6. Training Aids: Aircraft and IBT with AFE training aids.
>
> 7.7.3. **DELETED**
>
>> 7.7.3.1. Purpose: Understand Aircrew Chemical Defense procedures.
>>
>> 7.7.3.2. Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using either the first or second generation ACDE or Aircrew Eye/Respiratory Protection (AERP) equipment. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and parachute descent emergency procedures. Each aircrew will demonstrate procedures

during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate ACCA decontamination processing procedures.

7.7.3.3. Crewmembers who accomplish initial ACDT at a Technical Training Unit (TTU), Replacement Training Unit (RTU), or Formal Training Unit (FTU) will receive credit for initial training on arrival at their permanent duty station. Units will not combine this training with G010, CBRN training. See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.7.3.4. OPR: AMC/A3T.

7.7.3.5. Unit: Squadron Aircrew Flight Equipment.

7.7.3.6. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.7.3.7. Instructor**:** Aircrew Flight Equipment instructor.

7.7.3.8. Training Aids: IBT with AFE training aids

7.7.4. **DELETED**

7.7.4.1. Purpose: Understand Egress Training with ACDE.

7.7.4.2. Description: Evaluates the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary air and ground egress procedures while wearing ACDE. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACDE. Accomplishing this training also satisfies the requirements in LL03 if all LL03 objectives are met. See AFI 11-301v1 and applicable MAJCOM guidance.

7.7.4.3. OPR: AMC/A3T.

7.7.4.4. Unit: Squadron Aircrew Flight Equipment.

7.7.4.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.7.4.6. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.7.4.7. Training Aids: Aircraft and IBT with AFE training aids.

7.7.5. **LL06 Aircrew Flight Equipment Training (AFET)**

7.7.5.1. Purpose: To familiarize aircrew with aircrew flight equipment.

7.7.5.2. Description: An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items. See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.7.5.3. OPR: AMC/A3T.

7.7.5.4. Unit: Squadron Aircrew Flight Equipment.

7.7.5.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.7.5.6. Instructor: Aircrew Flight Equipment instructor.

7.7.5.7. Training Aids: IBT with AFE training aids.

7.8. Mission Specific (M) Identifiers.

7.8.1. **M010 Proficiency Sortie.** The M010 is a training sortie. Once the exercise commences, it should not be disrupted for any other type of training. Instructors should tailor each sortie to the individual pilot's training needs.

7.8.1.1. Aircraft Commanders and higher. IPs and ACs must accomplish at least one M010 per semi-annual period in the aircraft under the supervision of another IP. An M010 should be dual logged after semiannual simulator training based on events accomplished on separate simulator training days.

7.8.1.2. MPD Pilots. Accomplish one per semiannual period in the simulator. One M010 per semiannual period will be accomplished in the aircraft.

7.8.1.3.1. As a minimum, a pilot proficiency sortie will consist of the following:

7.8.1.3.2. Review of Boldface/Recall emergency procedures during the pre-mission briefing.

7.8.1.3.3. Three instrument approaches.

7.8.1.3.4. Missed approach.

7.8.1.3.5. VFR traffic pattern (weather permitting).

7.8.1.3.6. In addition, the following should be accomplished when available and applicable.

7.8.1.3.7. Holding pattern or procedure turn (to include entry).

7.8.1.3.8. Circling approach.

7.8.1.3.9. Partial flap landing.

7.8.1.3.10. Simulated single engine-out go-around/landing (simulator only, unless allowed in-aircraft by MAJCOM)

7.8.2. **M030 Overseas Sortie**.

7.8.2.1. Purpose: The principle goal is to familiarize crewmembers with evolving ATC and 618 AOC procedures necessary for worldwide mobility to include Pacific and Atlantic oceanic crossing procedures.

7.8.2.2. Description: Sortie includes primary aircrew logging take-off (P020) or landing (P190) outside the 48 conterminous states of the United States, oceanic crossing procedures, and overseas airspace (MNPS, RNAV/RNP, etc) review. Crewmembers performing assigned instructor or evaluator duties aboard the aircraft may log M030 provided appropriate airspace and oceanic procedures are reviewed and instructed/evaluated during the sortie. OCONUS units will accomplish an off station sortie which includes a takeoff (P020) or landing (P190) at a location other than home

station.   **Note:** The OG/CC determines criteria for pilot assignment to command an overseas mission. See **Table 4.4**. The C-21 mission does not support the attainment of an overseas sortie on a semiannual or annual basis for all crew members. The unit will manage crew assignments to optimize the training achieved on available over water missions.   Prior to flying an overseas mission, pilots will receive just-in-time Oceanic Procedures refresher training in unit.

7.8.2.3. OPR: AMC/A3T

7.8.3. **M050 Tactical Proficiency Sortie.**

7.8.3.1. Purpose: On-going training to maintain proficiency in tactical events.

7.8.3.2. Description: Any combination of tactical events flown to improve tactical situational awareness and proficiency in approved tactical maneuvers. A tactics sortie should be completed prior to deployment.

7.8.3.3. OPR: AMC/A3T

7.8.4. **M060 Theater Indoctrination.**

7.8.4.1. Purpose. To provide aircrews with the information necessary to safely operate throughout the unit's routine area of operations. Initial training may be dual logged with G001, but is also required prior to (NET 60-days) or upon arrival at a deployed location outside the assigned theater.

7.8.4.2. Description. See AFI 11-202, Volume 1. Units will design a program to meet requirements unique to their operations. Each unit is responsible for tailoring training to meet unit needs and the minimum requirements of AFI 11-202v1**.** As a minimum, this will include a thorough review of theater unique instrument requirements and procedures, the use of non-DOD instrumentation for specific approaches, theater weather conditions, local area procedures, and host nation agreements.

7.8.4.3. OPR: MAJCOM: AMC/A3T.

7.8.4.4. Unit: Wing/Group/Squadron Training personnel.

7.9. Proficiency (P) Identifiers.

7.9.1. **P020 Takeoff.**

7.9.1.1. Description. Initial takeoff or takeoff following a touch-and-go landing.

7.9.1.2. Training Media: Aircraft or Level C or better weapon system trainer.

7.9.2. **P028-Right Seat Takeoff**. Initial takeoff or takeoff following touch and go landing from the right seat. ARMS code provides an optional tool for units to track MPD training balance between left and right seat.

7.9.3. **P029-Left Seat Takeoff**. Initial takeoff or takeoff following touch and go landing from the left seat. ARMS code provides an optional tool for units to track MPD training balance between left and right seat.

7.9.4. **P070 Instrument Approach.**

7.9.4.1. Purpose. Training for pilots to fly Instrument Approach Procedures.

7.9.4.2. Description. Any precision (P100) or non-precision (P110) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.9.4.3. OPR: AMC/A3T

7.9.4.4. Training Media: Aircraft or Level C or better weapon system trainer.

7.9.4.5. Additional Information: See the flight manual, AFI 11-202v3, and AFI 11-217v1 and 2, Instrument Flight Procedures for additional information.

7.9.5. **P090 Instrument Approach (Manual).**

7.9.6. **P100 Precision Approach.**

7.9.6.1. Purpose. Training for pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information.

7.9.6.2. Description. Any PAR, ILS, or MLS approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.9.6.3. OPR: AMC/A3T

7.9.6.4. Training Media: Aircraft or Level C or better flight simulator.

7.9.6.5. Additional Information: See the flight manual, AFI 11-202v3, and AFI 11-217v1 and 2 for additional information.

7.9.7. **P110 Non-precision Approach.**

7.9.7.1. Description. Any VOR, TACAN, localizer, ARA, or ASR may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.9.7.2. OPR: AMC/A3T

7.9.7.3. Training Media: Aircraft or Level C or better flight simulator.

7.9.7.4. Additional Information: See the flight manual, AFI 11-202v3, and AFI 11-217v1 and 2 for additional information.

7.9.8. **P116 NDB Approach.**

7.9.8.1. Description. Any NDB may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.9.8.2. OPR: AMC/A3TA

7.9.8.3. Training Media: Aircraft or Level C or better flight simulator.

7.9.8.4. Additional Information: Non-directional beacons are a type of non-precision navigation aids used during IFR operations to guide the aircraft to a safe landing. Since NDBs are not usually co-located with distance measuring equipment, positional awareness can only usually be gained through a combination of crew coordination, NDB station passage, cross-tuning, timing, radar, and other navigation aids. Because of these factors and others, a higher than normal degree of crew coordination is required for many NDB approaches. See the flight manual, AFI 11-202v3, and AFI 11-217v1 and 2 for additional information. Will be dual logged with P110. For units not co-located with a NDB, aircrews may fly VOR approaches using other than the HSI (RMI, BDHI, etc) and credit a NDB approach.

7.9.9. **P117 RNAV/GPS Approach.**

7.9.9.1. Description. RNAV is a method of navigation permitting aircraft operations on any desired course within the coverage and capabilities of the aircraft onboard navigation equipment.

7.9.9.2. OPR: AMC/A3T

7.9.9.3. Training Media: Aircraft or Level C or better flight simulator.

7.9.10. **P130 Circling Approach**.

7.9.10.1. Purpose. Training for pilots to fly a non-precision IAP to one runway and then safely land on another runway (at the same airport) or opposite direction.

7.9.10.2. Description: Any circling approach may be credited if the crew could safely land out of the circling approach. While the entire non-precision IAP need not be flown, the portion from the final approach fix through the missed approach point through the circle to either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.9.10.3. OPR: AMC/A3T

7.9.10.4. Training Media: Aircraft or Level C or better weapon system trainer.

7.9.10.5. Additional Information: See the flight manual, AFI 11-2C-21v3, AFI 11-202v3, and AFI 11-217v1 and 2 for additional information.

7.9.11. **P140 Visual Traffic Pattern.**

7.9.12. **P150 Missed approach.**

7.9.13. **P170 Approach and Go-Around (Simulated Engine-Out).**

7.9.14. **P180 Approach and Landing (Simulated Engine-Out, Partial Flap).**

7.9.15. **P190 Landing.**

7.9.15.1. Description. Any landing actually accomplished (full stop, touch and go)

7.9.15.2. OPR: AMC/A3T

7.9.15.3. Training Media: Aircraft or Level C or better flight simulator.

7.9.16. **P192 Night Landing.**

7.9.16.1. Description. Any landing actually accomplished (full stop, touch and go, stop and go) between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

7.9.16.2. OPR: AMC/A3T

7.9.16.3. Training Media: Aircraft or Level C or better flight simulator.

7.9.16.4. Additional Information: May dual log with P190.

7.9.17. **P198-Right Seat Landing.** Any landing (full stop or touch and go) accomplished from the right seat. ARMS code provides an optional tool for units to track MPD training balance between left and right seat.

7.9.18. **P199-Left Seat Landing.** Any landing (full stop or touch and go) accomplished from the left seat. ARMS code provides an optional tool for units to track MPD training balance between left and right seat.

7.9.19. **P200—Touch-and-Go Landing.**

7.9.20. **DELETED**

7.9.20.1. An exercise emphasizing hands-on training dressed out in partial chemical defense (CD) ensemble. The purpose of the exercise is to enable crewmembers to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during the exercise. Observers must closely monitor crewmember actions during the exercise. If a crewmember experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crewmember believes it is unsafe to continue, the equipment will be immediately removed.

7.9.20.2. The following aircrew CD items will be used:

7.9.20.2.1. MBU-19/P hood and mask assembly

7.9.20.2.2. Filter pack with filters and CQU-7/P blower assembly with filter canisters and batteries

7.9.20.2.3. MXU-835 intercom assembly

7.9.20.2.4. Filter pack suspension straps

7.9.20.2.5. Glove set (cotton, butyl, Nomex®)

7.9.20.3. Pilots may accomplish ACDTQT in a simulator with visual displays, provided a simulator exists or is available. If accomplished in a simulator, ATS instructors will observe the exercise. No other supervision is required, and no restrictions apply on how many crewmembers wear the gear. If performed in the aircraft, only one pilot will be dressed out at any time. Supervision by an IP or experienced MP (determined by the squadron commander) occupying a pilot seat is required. A safety observer crewmember will occupy the jump seat. Pilots will wear the ensemble, review emergency procedures, and accomplish at least one takeoff, approach, and landing, and complete all crew position checklists associated with approach and landing. Before being scheduled for this event, each crewmember must have completed LL04.

7.10. Qualification and Certification (Q) Events. The following codes provide the basis for tracking aircrew qualification and certification events using the ARMS database (see **paragraph 1.8**). ARMS may be used to generate a "Letter of X's". MAJCOM/A3Ts may authorize additions and modifications to the purpose and description of the codes to meet specific unit and mission requirements.

7.10.1. **Q001 Open-Book Qualification Examination.**

7.10.2. **Q002 Closed-Book Qualification Examination.**

7.10.3. **Q003 Mission Evaluation.**

7.10.4. **Q007 Senior Staff Basic Qualification Evaluation.**

7.10.5. **Q008 Instructor Evaluation.**

7.10.6. **Q009 Tactics Open Book Exam.**

 7.10.6.1. Purpose: The tactics exam is an open book test intended to evaluate MAF crews' knowledge of classified threat and counter tactics information.

 7.10.6.2. Description: Unit tactics personnel will produce and administer the exam using questions from the AMC tactics SQB (minimum of 25 questions). The exam may be accomplished during G060 or as a requisite to the recurring mission evaluation. Exam scores will be passed to standardization for inclusion on the AF Form 8.

 7.10.6.3. OPR: AMC/A3D

7.10.7. **Q044 Tactics**

7.10.8. **Q090 Flight Publications Check.**

7.10.9. **Q099** Not Applicable

7.10.10. **Q100 Operational Mission Evaluation (OME).**

7.10.11. **Q160 Instrument Refresher Course Examination.**

7.10.12. **Q170 Flight Evaluation Folder (FEF) Review**.

7.10.13. **Q280 GRACC Certification**

7.11. Tactics Approached and Departures.

7.11.1. **RS00 Tactical Arrival**

 7.11.1.1. Purpose: Continuation training for mission ready crews in Tactical Arrivals.

 7.11.1.2. Description: A High Altitude or Low Altitude Tactical Arrival. Planning should focus on the tactical ingress during a fluid tactical scenario. See AFTTP 3-3., and/or AFI11-2C-21v3.

 7.11.1.3. OPR: AMC/A3T/A3D

 7.11.1.4. Training Media: Aircraft or Level C or better flight simulator.

 7.11.1.5. Instructor: Pilots will demonstrate one High-Altitude and one Low-Altitude Tactical Arrival to the satisfaction of an instructor pilot.

7.11.1.6. Additional Information: Both pilots may log this event. If both pilots are current and qualified, these maneuvers may be flown on continuation training and operational missions with passengers on board.

7.11.2. **RS20 Tactical Departure**

7.11.2.1. Purpose: Continuation training for mission ready crews in Tactical Departures.

7.11.2.2. Description: A High Altitude or Low Altitude Tactical Departure. Planning should focus on the tactical egress during a fluid tactical scenario. See AFTTP 3-33 and AFI11-2C-21, Volume 3.

7.11.2.3. OPR: AMC/A3T/A3D

7.11.2.4. Training Media: Aircraft or Level C or better flight simulator.

7.11.2.5. Instructor: Pilots will demonstrate one High-Altitude and one Low-Altitude Tactical Departure to the satisfaction of an instructor pilot. Additional Information: Both pilots may log this event. If both pilots are current and qualified, these maneuvers may be flown on continuation training and operational missions with passengers on board.

7.12. Survival.

7.12.1. **SS01   Local Area Survival (Briefing)**

7.12.1.1. Purpose: Identify environmental aspects that could affect an aircrew member in a local area, survival scenario. Determine personnel recovery tactics, techniques, and procedures applicable to local area flying operations.

7.12.1.2. Description: SS01 is a onetime requirement, to be accomplished prior to the first flight at each base of assignment.

7.12.1.3. OPR: MAJCOM: AMC/A3DT

7.12.1.4. Additional Information. Each unit is responsible for tailoring training to meet unit needs.

7.12.2. **SS02—Combat Survival Training (CST)**

7.12.2.1. Purpose: Academic and field training designed for aircrew members whose duties may include overflight of or deployment to hostile territory. CST provides aircrew members an opportunity to demonstrate their ability to operate aircrew flight equipment (AFE), employ survival/evasion techniques, and practice rescue procedures under simulated combat conditions.

7.12.2.2. Description: See AFI 16-1301 and MAJCOM supplement. CST must be completed prior to being awarded mission ready status. This course includes in-depth instruction for aircrew members to demonstrate their ability to operate aircrew flight equipment, employ survival/evasion techniques, and rescue procedures under simulated combat conditions.

7.12.2.3. OPR: AMC/A3DT.

7.12.3. **SS03 Conduct after Capture (CAC).**

7.12.3.1. Purpose. To provide aircrew POW, Government Detention, and Description: CAC, commonly referred to as Resistance Training (RT), provides refresher training for

wartime, governmental, and hostage detention situations. Only qualified personnel will conduct CAC. Resistance role-play instruction is specifically prohibited without HQ USAF/XOO approval and validation.

7.12.3.2. Description. See AFI 16-1301 for course description.

7.12.3.3. OPR: MAJCOM: AMC/A3DT.

7.12.3.4. Unit: SERE Instructor or designated instructor for ARC units.

7.12.4. **SS05 Water Survival Training (WST) Refresher.**

7.12.4.1. Purpose. To provide aircrews with the information necessary for a water survival situation.

7.12.4.2. Description: Mission Ready (MR) personnel will receive water survival training. Water survival training must be completed prior to being awarded mission ready status. See AFI 16-1301 and MAJCOM supplements.

7.12.4.3. Aircrew will demonstrate proficiency in TTP for survival and recovery from a water environment using weapons system specific survival equipment. This training should be conducted in natural waters (pond, lake, or ocean) or an environmental pool if logistically possible. Training in swimming pools is authorized if overall training objectives are not compromised. Water survival training will utilize the demonstration and performance method of instruction.

7.12.4.4. OPR: AMC/A3DT.

7.12.4.5. Unit: SERE Instructor or designated instructor for ARC units.

7.12.5. **SS07 Contingency SERE Indoctrination (CSI)** High Risk of Isolation (HRI)**.** CSI is a Combatant Command-directed activity and is designed to prepare High Risk of Isolation (HRI) personnel deploying to a specific theater of operations or contingency. CSI will be tailored to the specific mission, e.g., fighters, transport aircraft or ground forces. Combatant Commands will certify selected Survival Evasion Resistance Escape (SERE) Specialists to instruct HRI theater preparations. CSI is also referred to as HRI theater preparation.

7.12.5.1. OPR: Theater Commanders.

7.12.5.2. Unit: SERE Instructor.

7.12.5.3. Additional Information. As required by contingency and/or theater training tasking only. See AFI 16-1301 for additional information, event identifiers and descriptions.

7.12.6. **SS20 Combat Survival Training (CST), Wartime Level C (S-V80-A).**

7.12.7. **SS32 Water Survival Training, Non-Parachuting (S-V90-A).**

7.13. MPD (V) Events.

7.13.1. **V280 MPD Phase I.**

7.13.2. **V281 MPD Phase II.**

7.13.3. **V282 AMC Orientation Tour/GRACC.**

7.14. Unit Defined (X) Identifiers. Reserved for use by local units. Define events in the local supplement to this AFI. OG/CCs will review all "X" events for relevancy to the unit's mission during the TRP. This review will be documented in the TRP minutes.

7.15. Additional Event Identifiers. Web based event identifiers will be used if units choose to track the associated events and items in ARMS.

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans and Requirements

ATTACHMENT 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

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Abbreviations and Acronyms

618 AOC—618th Air Operations Center (TACC)

A—Annual

ACA—Academic course

ACC—Air Combat Command

ACDE—Aircrew chemical defense ensemble

ACDT—Aircrew chemical defense training

ACDTQT—Aircrew chemical defense task qualification training

ADSC—Active duty service commitment

AERP—Aircrew eye/respiratory protection system

AETC—Air Education and Training Command

AF—Air Force

AFH—Air Force handbook

AFI—Air Force instruction

AFJMAN—Air Force joint manual

AFMAN—Air Force manual

AFOSH—Air Force occupational safety and health

AFPD—Air Force policy directive

AFRC—Air Force Reserve Command

AFSOC—Air Force Special Operations Command

AFSC—Air Force specialty code

AFTTP—Air Force tactics, techniques, and procedures

AIT—Aircrew intelligence training

AGEP—Aircrew graduate evaluation program

ALEP—Aircrew laser eye protection

AFE—Aircrew Flight Equipment

AFE—Aircrew flight equipment

AMC—Air Mobility Command

AMOG—Air Mobility operations group

ANG—Air National Guard

AQP—Airport qualification program

AR—As required

ARMS—Aviation resource management systems

ASRR—Airfield suitability and restriction report

AT—Antiterrorism; academic training

ATD—Aircrew training device

ATO—Air tasking order

ATS—Aircrew training system

BAI—Backup aircraft inventory

BAQ—Basic aircraft qualification

BMC—Basic mission capable

C—Cyclical (17-month qualification evaluation cycle)

CAC—Conduct after capture

CATM—Combat arms training and maintenance

CBT—Computer-based training

CC—Commander

CCR—Command curriculum review workshop

CCTS—Combat crew training school

CD—Chemical defense

CE—Civil engineering

CFIT—Controlled flight into terrain

COMSEC—Communications security

CONUS—Continental United States

CPT—Cockpit procedures trainer

CRM—Crew/cockpit resource management

CRO—COMSEC responsible officer

CRW—Contingency Readiness Wing

CSI—Contingency SERE indoctrination

CST—Combat survival training

CT—Continuation training

CTA—Chemical threat area

CTD—Cockpit training device

CUR—Currency

CWD—Chemical-biological warfare defense

DCS—Deputy chief of staff

DeMS—Deployment Management System

DNIF—Duty not involving flying

DOC—Designed operational capability

DOD—Department of Defense

DoDD—department of defense directive

DoDR—Department of defense regulation

DOT—Director of training

DQT—Difference qualification training

DS—Defensive systems

EOR—Explosive ordnance recognition

EP—Examiner pilot

EPA—Evasion plan of action

ESD—Evaluation standards document

ETCA—Education and Training Course Announcements

FAA—Federal Aviation Administration

FAIP—First assignment instructor pilot

FCF—Functional check flight

FCG—Foreign clearance guide

FE—Flight examiner

FEB—Flight evaluation board

FEF—Flight evaluation folder

FLIP—Flight publications

FMC—Flight management computer

FMP—Flight manuals program

FP—Pilot

FPCON—Force protection condition

FS—Flight surgeon

FSTR—Full spectrum threat response

FTL—Flying training level

FTU—Formal training unit

G—Ground

GA—Go around

GATM—Global air traffic management

GPGL—Global planning group listing

GPRD—Graduate program requirements document

GPS—Global positioning system

GRACC—Global ready aircraft commander course

GSU—Geographically separated unit

GT—Ground training

HQ—Headquarters

HHQ—Higher headquarters

HRC—High risk of capture

HVAA—High value airborne asset

IAW—In accordance with

ICW—Interactive courseware

IED—Improvised explosive device

IFF/SIF—Identification, friend or foe, selected identification features

ILS—Instrument landing system

INC—Incomplete

IP—Instructor pilot

IPC—Instructor preparatory course

IRC—Instrument refresher course

ISD—Instructional systems development

ISOPREP—Isolated personnel report

JA—Judge advocate

JOSAC—Joint operational support airlift center

L-BAND—Satellite communications frequency

LOAC—Laws of armed conflict

AFE—Aircrew Flight Equipment

AFE—Aircrew Flight Equipment

MAF—Mobility air forces

MAJCOM—Major command

MDS—Mission design series (e.g., C-21A, NC-21A)

MEP—Mission essential personnel

MLS—Microwave landing system

MOB—Main operating base

MOST—Mission-oriented simulator training

MNPS—Minimum navigation performance specifications

MP—Mission-ready aircraft commander

MPD—Mobility pilot development

MPF—Military personnel flight

MR—Mission-ready

MTL—Master task listing

MX—Maintenance

NAF—Numbered Air Force

NBCC—Nuclear, biological, chemical, conventional

NCO—Noncommissioned officer

NMR—Non-mission-ready

NOTAM—Notice to airmen

NVG—Night vision goggles

OCONUS—Outside the 48 conterminous states of the United States

OFT—Operational flight trainer

OG—Operations group

OG/CC—Operations group commander

O&M—Operations and maintenance

OME—Operational mission evaluation

OPLANS—Operational plans

OPORD—Operational order

OPR—Office of primary responsibility

OSA—Operational support airlift

P—Proficient

PAA—Primary aircraft authorized

PACAF—Pacific Air Forces

PAI—Primary aircraft inventory

PFT—Programmed flying training

PIQ—Pilot initial qualification

PQP—Prior qualified pilot

PR—Progress review

PRO—Proficient

PS—Proficiency sortie

PSC—Permanent change of station

PTG—Pilot training guide

PTT—Part task trainer

QACP—Quality assurance change proposal

QAR—Quality assurance representative

RNP—Required navigational performance

ROE—Rules of engagement

RON—Remains overnight

RPL—Required proficiency level

RTRB—Realistic training review board

RVSM—Reduced vertical separation minimums

SAR—Search and rescue

SATCOM—Satellite communications

SATE—Security awareness training and education

S.E.—Single engine

SERE—Survival, evasion, resistance, escapes

SFS—Security forces squadron

SG—Surgeon general

SIM—Simulator

SIOP—Single integrated operations plan

SOC—Senior officer course

SORTS—Status of resources and training system

SPINS—Special instructions

Sq—Squadron

TACC—Tanker airlift control center (AMC)

TAD—Tactical arrival and departure

TDY—Temporary duty

TG—Training guide

TL—Training level

TRP—Training review panel

TTP—Tactics, Techniques, and Procedures

UFM—Use of force model

UP—Unqualified pilot

USAF—United States Air Force

USAFE—United States Air Forces Europe

U.S.C.—United States code

VFR—Visual flight rules

Wg—Wing

WST—Water survival training

WX—Weather

Terms

Academic training—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures.   To

adequately prepare students, academic courses should be completed before simulator or flight training.

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aircraft systems refresher—Aircraft and crew position unique systems refresher courses.

Aircrew training device (ATD)—Includes cockpit procedures trainer, boom operator part task trainer, weapons systems trainer, operational flight trainer, celestial training device, table top navigation and rendezvous trainer, cargo loading trainer, and other flight simulators.

Aircrew training system (ATS)—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training. Air Force conducts all flight training.

Annual—Training required once every calendar year.

Basic aircraft qualified—Crewmember successfully completed the in-flight evaluation but is not mission qualified in his or her assigned aircraft.

Biennial—Training required once every two calendar years.

Cockpit/crew resource management (CRM) training—Training to improve the teamwork, dynamics, and effectiveness of aircrews IAW AFI 11-290.

Communications security (COMSEC) aid—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, and authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

COMSEC responsible officer (CRO)—Individual appointed by a unit commander to oversee the unit's COMSEC program.

Computer-based training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Continuation training (CT)—Ground and flight training events necessary to maintain mission-ready or basic qualification status.

Critical phases of flight—Takeoff, approach to landing, landing, or any flight maneuver stipulated in AFI 11-2C-21, Volume 3 specifically requiring direct (access to controls) instructor supervision for qualified or unqualified crewmembers.

Currency event—Flying continuation training events with prescribed maximum interval-between-accomplishments showed in the CUR column.

Currency reference month—Month used to determine when an annual requirement is due. The reference month may be based on when the event was first accomplished, birth month (for physical), semiannual period, or other reference timeframe based on unit requirements.

Cycle—17-month cycle based on in-flight evaluation completion date. IRC, open and closed-book testing, and in-flight evaluations are required 17 months after previous in-flight evaluation. Testing and evaluation will be accomplished during the 6-month period that includes the

qualification expiration month and the 5 preceding months. See AFI 11202, Volume 2, AFI 11-2C-21, Volume 2, and MAJCOM supplements.

Difference qualification training (DQT)—Training necessary to qualify an individual in a different tactic or system within the same aircraft or an aircraft that is a different series other than the one in which currently qualified.

Direct instructor supervision—Instructor of like specialty with immediate access to controls (instructors will occupy either right or left seat).

Event or Task—A training item to be accomplished. Several events or tasks constitute a training profile.

Familiarization item—An item completed by demonstration, observation or in-seat experience. Proficiency is not required.

Flight examiner or Evaluator—A crewmember designated to administer evaluations IAW AFI 11-202v2.

Flight surgeon (FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that AFSC.

Flying training level (FTL)—A standard assigned to crewmembers, by the Unit/CC, directing flying continuation training requirements.

Formal school courseware—Training syllabi and all other materials used to conduct formal school courses (not necessarily at the FTU).

Instructor pilot (IP)—Crewmember trained, qualified, and certified by the Unit/CC as an instructor according to AFI 11-2C-21v2.

Instructor candidate—Crewmember undergoing upgrade training to instructor.

Instructor supervision—A qualified instructor of like specialty supervising a maneuver or training event. For critical phases of flight, the instructor must occupy one of the seats or stations, with immediate access to the controls.

Mission-oriented simulator training (MOST)—Part of a training program (e.g. crew resource management) that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

Mission-ready (MR)—Crewmember who is current, qualified, and certified in the unit's designated missions.

Mission-ready aircraft commander (MP)—Pilot who has been certified to perform "pilot-in-command" duties.

Monthly—Training required once every month.

Night—IAW AFI 11-401 defined as period between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

Nonmission-ready (NMR)—Individual who is non-current or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit's missions.

Off-station training flight—Any O&M-funded training mission which carries passengers or remains overnight (RONs) at a base other than home station.

Overseas sortie (OCONUS Sortie)—A sortie that includes a takeoff or landing outside the 48 conterminous states of the United States.

Primary method—Training conducted normally at a location designated to train a course using a MAJCOM-approved syllabus.

Quarterly—3-month periods defined as 1 January to 31 March, 1 April to 30 June, 1 July to 30 September, or 1 October to 31 December.

Quinquennial—Training required once every five years. The expiration date is the last day of the month in which training is required. If training was accomplished on 19 Oct 1998, the next training is due not later than 31 Oct 2003.

Refresher simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements. Refresher simulators may be integrated into a block of training termed "phase training" for some weapon systems.

Requalification training—Training required to qualify crewmembers in an aircraft in which they have been previously qualified. See Chapter 1 for requalification training requirements.

Semiannual—6-month training periods from 1 January to 30 June and 1 July to 31 December.

Significant training event—A training event directly contributing to qualification and upgrade, e.g., computer based training CBT lesson, weapon system trainer (WST), ground training, flight, etc.

Supervised training status—Crewmember will fly under instructor supervision as designated by the Unit/CC or evaluator. This status is a result of loss of currency or qualification, or due to less-than-qualified evaluation.

Training devices—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Training level (TL)—A standard assigned to crewmembers, by the Unit/CC, directing continuation training requirements.

Triennial—Training required once every three calendar years.

Unit—Unless otherwise specified in this volume, "unit" refers to squadron/GSU-level activity.

Upgrade training—Training to qualify a crewmember in a higher crew position.

Weapon system trainer (WST)—Device that provides synthetic flight and tactics environment, in which aircrews learn, develop, improve, and integrate skills associated with their crew position. Crewmembers may operate individually or as a team.

Frequency—

Term	Definition	Example
180d, 365d, etc…	Expires at the end of the *n*th day after the Last Accomplished Date.	180d: If **Last accomplished** = 10 Feb 07 **Expires End of** = 8 Aug 07 **Due** = 9 Aug 07
m, 12m, 24m, etc…	Expires at the end of the last day of the *n*th Calendar Month after Last Accomplished.	15m: If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 May 08 **Due** = 1 Jun 08
Q - Quarterly	Expires at the end of the last day of the Quarter after the Last Accomplished Quarter. Training Quarters are defined under the term "**Quarterly**."	If **Last accomplished** = 10 Feb 07 **Expires End of** = 30 Jun 07 **Due** = 1 Jul 07
4Q – 4th quarter	Expires at the end of the last day of the 4th Quarter after the Last Accomplished Quarter. Training Quarters are defined under "**Quarterly**."	4Q: If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 Mar 08 **Due** = 1 Apr 08
SA – Semi-Annual	Expires at the end of the last day of the Semiannual period *after* the training was accomplished. The *Semiannual Training Periods* are specified under the term "**Semiannual**."	If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 Dec 07 **Due** = 1 Jan 08
A - Annual	Expires at the end of the last day of the Calendar Year *after* the training was accomplished.	If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 Dec 08 **Due** = 1 Jan 09
B - Biennial	Expires at the end of the last day of the 2nd Calendar Year *after* Training was accomplished.	If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 Dec 09 **Due** = 1 Jan 10
T - Triennial	Expires at the end of the last day of the 3rd Calendar Year *after* Training was accomplished.	If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 Dec 10 **Due** = 1 Jan 11
AR – As required	Self-explanatory	

Attachment 2

AIRCREW TRAINING DOCUMENTATION

A2.1. General Information. This attachment provides guidelines on proper training documentation. Instructions are provided for AF Form 4022, *Aircrew Training Folder*, AF IMT 4023, *Aircrew Training Progress Report*, AF IMT 4024, *Aircrew Training Accomplishment Report*, and AF IMT 4025, *Aircrew Summary/Close-Out Report*, and aircrew training guides (TG).

A2.1.1. Initiate an AF Form 4022 or MAJCOM-approved pilot training guide (PTG), for ETCA formal training (either at formal school or in-unit), mission qualification, certification training, in-unit upgrade program to the next higher crew qualification, requalification training (either at formal school or in-unit), or for any corrective action or additional training. Electronic files may be used and must resemble the hard copy versions.

A2.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited. If initiated, the instructor or flight examiner who evaluated the crewmember's performance will enter comments pertinent to the training deficiency on AF IMT 4023 or the training guide. Use the existing training folder for end-of-course evaluations that result in additional training.

A2.1.1.2. At the unit commander's discretion, training guides for an individual undergoing more than one training program in a short period of time may be combined into one AF Form 4022; e.g., a previous instructor in the MDS upgrading to MP may have his or her mission upgrade combined with instructor upgrade in the same folder.

A2.1.1.3. Special qualification programs such as FCF, EP, or FGIP do not require a 4022, but the documentation or proof of local supplement checklist completion must be kept on file for one year.

A2.1.2. Formal schools will send AF Form 4022 with all training records to the trainee's gaining unit. Unit commanders will review formal school training records and enter appropriate comments on the training guide progress record or AF IMT 4023.

A2.1.3. Units will maintain the training folders for their personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her folder at any time.

A2.1.4. The instructor or trainer will review the training folder, to include AF IMT 4023 and 4024 or the training guide, prior to all training periods. Those areas not previously accomplished or those, in which crewmembers require additional training, will be noted for possible inclusion during the current training period. Commanders or operations officers will review active training folders quarterly, and flight commanders or unit training representatives will conduct a monthly review. Monthly and quarterly reviews will be annotated on AF IMT 4023 or in the training guide.

A2.1.5. Units will retain all AF Forms 4022 contents or MAJCOM-approved training guides for 1 year, and then return them to the crewmember; units may retain a copy of the AF Form 4025 in organizational files. Do not insert AF Form/IMT 4022 contents or training guides into FEFs.

A2.1.6. If training guides are not used; AF Form/IMT 4022, 4023, 4024, and 4025 may be used for ATS and formal school courses.

A2.1.7. Units may overprint versions of AF Form 4022, AF IMTs 4023, 4024, and/or 4025 in accordance with AFI 33-360. Review requirements/restrictions in AFI 33-360 with special emphasis on 3.7.4., "Overprint (pre-fill blocks with standard information) an electronic or physical form when the number of man-hours saved in filling in the form justifies the extra cost of overprinting the fill-in data. <u>Do not alter lines or captions, or add blocks and captions to an existing form</u> as this action is a revision of the original design and requires form OPR approval. This guidance applies to both physical and electronic forms. Insert a statement at the bottom of overprinted forms indicating the activity responsible for the overprinted material (e.g., "375 OG overprint.").

A2.1.8. For purposes of training documentation, classroom only training conducted at the unit should be identified as Academic Training (AT). Ground Training (GT) will be considered all training conducted outside the classroom not associated with a flight or artificial training device.

A2.2. Instructions for AF Form 4022. The folder is constructed of cardstock and the inside covers are designed for documenting training. AF IMT 4023, 4024, and 4025 and additional information (waivers, memorandums, etc.) will be centered and attached to folder fasteners. Units may elect to use more durable binders for the training guide as a substitute to the AF Form 4022. AF IMT 4022 will be closed upon successful completion of one of the following: flight evaluation (if required as part of the training program), instructor validation of successful program completion ("sign-off") or squadron commander certification (if required as part of the training program). *NOTE:* Formal school instructors using ATS courseware are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, and flying training summary if this information is tracked by other means and sent to the gaining unit with AF Form 4022.   4023s will be placed on the left side of the folder in chronological order with the most recent on top. 4024s will be placed on the right side of the folder. Waivers will be placed on the left side in chronological order within the 4023s based on date of approval. PTGs may be kept in the 4022 and should be kept on the right side on top of the 4024s.

A2.2.1. Trainee Information (cover). Provides trainee and course information.

A2.2.1.1. Name and grade. Self-explanatory.

A2.2.1.2. Current crew position.

A2.2.1.3. Unit of assignment. Self-explanatory.

A2.2.1.4. Type of training. Enter formal course title or, for special mission qualification, enter type, e.g., FCF. For other types of training, enter a descriptive identifier.

A2.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A2.2.1.6. Course number: Enter only the ETCA formal course number (otherwise, leave blank).

A2.2.2. Ground Training Summary (inside left). This section provides a chronological record of ground training events. Record nonflying training events. Entries are required for CTD, SIM, OFT, PTT, CPT, WST, and GT. Entries are required for inunit academic

instruction conducted according to formal school courseware. Classroom academic training will be identified as AT. Units will not record academic training on the AF Form 4022 summary (even thought it appears on the Form 4022 as a training period designator).

A2.2.2.1. Date. Self-explanatory.

A2.2.2.2. Training period. Enter sequentially numbered training period designators, e.g., "CPT1," "WST-2," "GT-3," etc., or specific course identifier.

A2.2.2.3. Status. Enter incomplete (INC) and the reason, e.g., "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those remaining, will be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A2.2.2.4. Instructor or trainer (qualification). Enter the name of the instructor or trainer and aircrew qualification, e.g., FP/MP, and instructor pilot (IP).

A2.2.2.5. Training time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A2.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A2.2.4. Written Evaluations. If applicable and desired, record data for the in-flight evaluation required to complete the training program.

A2.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A2.2.4.2. Type. Enter the AFI 11-2C-21,v2 description or other appropriate identifier.

A2.2.4.3. Grade. Enter according to AFI 11-2C-21v2.

A2.2.5. Performance Evaluation Summary. Record data on required evaluations including reevaluations (if applicable).

A2.2.5.1. Date recommended. Enter the date recommended for a performance evaluation (CPT, WST, or flight).

A2.2.5.2. Type evaluation. Enter AFI 11-2C-21v2 evaluation description or other appropriate identifier.

A2.2.5.3. Instructor (qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A2.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. *NOTE*: Unit commanders or supervisors will accomplish reviews during formal training courses. Unit commanders or operations officers are required to accomplish reviews prior to flight evaluations.

A2.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A2.2.5.6. Examiner. Self-explanatory.

A2.2.5.7. Grade. Enter according to AFI 11-2C-21v2.

A2.2.6. Flying Training Summary. This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A2.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 1995.

A2.2.6.2. Training period. Enter sequentially numbered training period designators, e.g., "S-1," "AD-1," "O-2," etc.

A2.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A2.2.6.4. Instructor (qualification). Enter the name and aircrew qualification of the instructor.

A2.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block.

A2.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block.

A2.2.7. Performance and Knowledge Standards. For use with AF IMT 4024, see **paragraph A2.4**.

A2.2.8. Grading Codes. For use with AF IMT 4024, see **paragraph A2.4.8**.

A2.3. Instructions for the AF IMT 4023, Aircrew Training Progress Report. This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF IMT 4023 in order with the most recent flight on top. *NOTE:* AF IMT 4023 or a training guide may be used to record training. ATS and formal school courses may use AF IMT 4023 at their discretion.

A2.3.1. Training Period and Date (Item 1). Training period is ground, simulator, or flight (e.g., AT-1, GT-1, SIM-3, S-4, etc.). Also, annotate the date the training occurred.

A2.3.2. AT, GT, FLY, and ATD (Items 2, 4, and 6). Annotate time allocated for training and keep a running total (Items 3, 5 and 7) by adding previous totals to current training period time. Classroom academic training periods will be annotated as AT and tabulated under the ground training block.

A2.3.3. Total Training Time (Item 8). Keep a running total of all training time (add Items 3, 5, and 7).

A2.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario. Local overprints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. If more space is required for annotating remarks, draw vertical arrows

through sortie information heading section (Items 1 through 8) of the following block of form and continue remarks.

A2.3.4.1. Operations Review. In addition to reviewing all AF IMT 4023 entries, the unit training representative will conduct a monthly review of active status AF Forms 4022. Unit commander or operations officer will review active status AF Forms 4022 at least once each quarter. Document reviews on an AF IMT 4023. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block.

A2.3.4.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. ATS personnel will review the students' records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the unit will conduct reviews necessary to document unsatisfactory progress.

A2.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A2.3.6. Students Block (Item 11). Students will print and sign their name.

A2.3.7. Reviewer Block (Item 12). For monthly and quarterly reviews, unit commanders or operations officers will print and sign their name and indicate their position. Initials may be used in the review block after reviewing individual AF IMT 4023 entries.

A2.3.8. AF IMT 4023 will be completed and reviewed by the student prior to his or her next training period.

A2.4. Instructions for the AF IMT 4024, Aircrew Training Accomplishment Report. This form tracks, for each sortie, individual event and task accomplishment and grades. Units may overprint event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Simulator, ground, and flight training events may be combined on a single AF IMT 4024 provided they are separated in the "Training Event/Task Listing" column.   Maintain AF IMT 4024 on the right side of AF Form 4022. *NOTE:* AF IMT 4024 or a training guide may be used to record training. ATS and formal school courses may use AF IMT 4024 at their discretion.

A2.4.1. Name. Self-explanatory.

A2.4.2. Crew Position. Self-explanatory.

A2.4.3. Course or Phase of Training. Enter the ETCA formal course identifier, e.g., C21PIQ. For special mission qualification, enter the type and identify the method of training, e.g., WST training, flying training, etc.

A2.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

A2.4.5. Date.

A2.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A2.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A2.4.8. Grade. Enter a "B", "F," "P," "S," or "U" as appropriate.

A2.4.8.1. "1"–Item must be accomplished once by the crewmember, but does not require proficiency.

A2.4.8.2. "B"–Briefing item only.

A2.4.8.3. "F"–Familiarization item; proficiency is not required. The operations group commander or equivalent operations function will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A2.4.8.4. "P"–Proficient; crewmember has achieved the required proficiency level.

A2.4.8.5. "S"–Satisfactory; crewmember has not achieved the required proficiency level but progress is satisfactory.

A2.4.8.6. "U"–Unsatisfactory; crewmember was previously proficient, but has regressed or progress is unsatisfactory. *NOTE:* _ Once a crew member has received "P" for an event, the only subsequent grade allowed is either "P" or "U." Any event graded "U" must have an associated remark on AF IMT 4023.

A2.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A2.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A2.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crew member must achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in the AFI 11-2MDS-specific volume. For those weapons systems that do not have any RPL listing, all events will have an RPL of "3" for performance and "C" for knowledge (if knowledge standards are used in addition to performance standards). *EXCEPTION:* One-time events required for familiarization and not listed in the MTL and ESD or specific AFI 11-MDS volume will not have performance and knowledge standard assigned. Performance and knowledge standards are listed in **Table A2.1**.

Table A2.1. Event and Task Standards.

Event and Task Performance Standard		
Code	**Performance is:**	**Definition:**
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the

		minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.

Event and Task Knowledge Standard		
Code	**Knowledge of:**	**Definition:**
A	Facts and Nomenclature	Individual can identify basic facts and terms about the subject and when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities
C	Analysis, and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity must be done and tell others how to accomplish activities
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.

A2.5. Instructions for the AF IMT 4025, Aircrew Summary / Close-Out Report.

A2.5.1. For each formal training program leading to qualification, to include secondary method training, a summary and close-out report will be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information.

A2.5.2. Unit commanders and operations officers will ensure comments on this form do not reflect personnel opinions or biases. All comments must be supported by information contained in the AF IMT 4023, 4024, or training guides as applicable. At formal schools, the instructor will accomplish the AF IMT 4025 and the unit commander's signature is optional. After one year, training offices may retain a copy of the AF IMT 4025 in organizational files until the individual PCSs; the crewmember's training folder (AF Form 4022) and all other records may be returned to the individual.

A2.6. Aircrew Training Guides. If available, use aircrew training guides (TG) for training programs.

A2.6.1. Units may produce TG when the ATS contractor is unable to provide them. TG will be developed in accordance with AFI 36-2201, *Air Force Training Program.* Coordinate TG development through appropriate MAJCOM with an information copy sent to AMC/A3T. TGs may be used in lieu of the AF Form 4022. TGs may be placed in the AF Form 4022 but are not required. Units may elect to use a more durable binder/folder as a substitute for the AF Form 4022.

A2.6.2. Initiating TG. Training and resource management personnel in each unit will initiate a TG on crew-members prior to their entering any phase of qualification training.

A2.6.3. Use of TG. Specific instructions for annotating training are included in each TG. TG will be maintained in accordance with **paragraph A2.1.5**.

A2.6.3.1. Active status TG will be carried by the student during all training and operational missions and made available to the instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A2.6.3.2. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the training progress record. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action.

A2.6.3.3. On missions without an instructor or examiner, the senior qualified counterpart will accomplish required training for those areas not requiring an instructor. Annotate applicable training information in the TG.

A2.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the unit commander or operations officer will annotate deficient areas on reproduced pages of the appropriate TG and training progress record. This TG insert will be placed in the AF Form 4022 and used to document completion of additional training.

A2.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an AF IMT 4025 in accordance with **paragraph A2.5**. Maintain completed TG and associated AF IMT 4025 in an inactive training folder according to **paragraph A2.1.5**.

A2.6.3.6. Do not maintain the TG in the FEF.

A2.6.4. Review Procedures.

A2.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals.

A2.6.4.2. The unit training representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG.

A2.6.4.3. The unit commander or operations officer will review active TG at least once each calendar quarter and prior to an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. Indicate review by signing the instructor-trainer block of the training progress record, and enter "quarterly review" in the training period identifier block.

A2.6.4.4. Records of crewmembers not receiving training (but in an active status) will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record.

A2.6.5. Disposition of TG.

A2.6.5.1. Place completed TG in an inactive training folder or AF Form 4022 and maintain according to **paragraph A2.1.5**.

A2.6.5.2. Formal schools will maintain copies of the aircrew training records on incomplete trainees for 6 months.